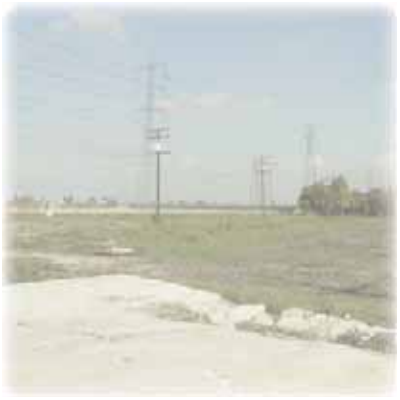
FINAL

June 2007

Duck Farm

Final Initial Study and Mitigated Negative Declaration



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Duck Farm Park Project

Final Initial Study and Mitigated Negative Declaration

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June 2007

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1 INTRODUCTION

1.1 SUMMARY OF THE PROPOSED PROJECT

The Water Conservation Authority (WCA) is circulating this Initial Study/Mitigated Negative Declaration (IS/MND) to evaluate the potential environmental effects that may result from development of the proposed Duck Farm project (proposed project). This document has been prepared in accordance with the California Environmental Quality Act of 1970 (CEQA) statutes (Cal. Pub. Res. Code, §21000 *et.seq*., as amended) and implementing guidelines (Cal. Code of Regs., Title 14, §15000 *et.seq*.). The WCA is the CEQA lead agency under CEQA.

The proposed project site is located within the Avocado Heights and Bassett communities of unincorporated Los Angeles County. The proposed project is located on a portion of the former Woodland Duck Farm site. The project site is surrounded by the San Gabriel River to the west; Interstate 605 (I-605, San Gabriel River Freeway) and single-family residential uses to the east; industrial uses to the south; and the I-605/Valley Boulevard interchange to the north. I-605 bisects the project site into east and west sections. Andrews Elementary School and Don Julian Elementary School are located east of the project site in Avocado Heights. A mobile home park is located north of the project site on the other side of the I-605/Valley Boulevard interchange. Mountain View High School and Madrid Middle School are located on the western bank of the San Gabriel River.

The proposed project includes development of a new 37.5-acre park along the San Gabriel River on a portion of the former Woodland Duck Farm site. The primary project features include a 14-acre riparian corridor, a 4-acre native plant nursery, a 2-acre wildflower meadow, a 1-acre pocket park, an Americans with Disabilities Act (ADA) accessible meandering interior trail (0.4 miles) that connect the main entrance to the wildflower meadow and river overlook, renovation of the existing farm house to create a visitor center, amphitheater/outdoor classroom, 1.5-acre demonstration wetland and freshwater marsh, river edge promenade, neighborhood park, community garden, upland vegetation, maintenance road improvements, Valley Boulevard sidewalk improvements and pedestrian access, I-605 underpass improvements, expanded equestrian facility, a 150-space parking lot at Proctor Street entrance, and a 100-space parking lot at Rall Avenue entrance. The proposed park would provide facilities for passive recreation, improve the natural habitat, improve water quality and storm water management, and connect the community to more open space.

The Duck Farm project is also part of a concurrent planning effort encompassing the entire San Gabriel River Corridor. In 1999, the County of Los Angeles Board of Supervisors directed the Los Angeles County Department of Public Works (LADPW) to prepare a master plan for the San Gabriel River corridor. In 2004, the Draft San Gabriel River Corridor Master Plan (SGRCMP) emerged from this multi-year community-based planning process. The SGRCMP identifies priorities, provides guidance, and helps coordinate over 130 independently sponsored enhancement projects along the river, including the Duck Farm project. The SGRCMP Program EIR (PEIR) was released for public review in February

2005, which evaluated five Concept Design Studies (including Duck Farm) and identified programmatic impacts and mitigation measures for each project. The PEIR was certified on June 12, 2006 (SCH No. 2003041187) by the Los Angeles County Board of Supervisors. The PEIR provides general analysis of program related impacts with later CEQA documents prepared for specific individual projects through a process known as tiering.

This IS/MND incorporates the PEIR by reference and concentrates on the site-specific issues related to the proposed Duck Farm project. The WCA applied the thresholds of significance from the PEIR to the proposed project to determine the proposed project's environmental effects. The general thresholds of significance may have exceptions based on site-specific conditions because the significance of an activity can vary by setting. The PEIR also includes standard mitigation measures and related performance standards some of which apply to this project. Where applicable, these measures and standards have been incorporated into this IS/MND.

1.2 CEQA ENVIRONMENTAL PROCESS

This IS/MND has been prepared pursuant to the *CEQA Guidelines*, including Sections 15063, 15070, 15071, and 15073.5. This document summarizes and addresses the results of the IS prepared to determine if any significant environmental effects would occur from the proposed project. In accordance with the CEQA statutes and *Guidelines* for circulation of a MND, a 30-day public review period for this IS/MND began May 14, 2007 and concluded on June 13, 2007. The Draft IS/MND was distributed to interested/involved public agencies, organizations, and private individuals for review. In addition, the Draft IS/MND was available for general public review at:

Watershed Conservation Authority
900 South Fremont Avenue, Annex 2nd Floor
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During the 30-day review period, the public had an opportunity to provide written comments on the information contained within the Draft IS/MND. The public comments on the Draft IS/MND and responses to public comments have been incorporated into this Final IS/MND. Prior to approval of the project, the WCA, as the lead agency and decision-making entity, is required to certify that this IS/MND has been completed in accordance with CEQA, that the proposed project has been reviewed and the information in this IS/MND has been considered, and that this IS/MND reflects the independent judgment of the WCA. In addition, public agencies, when approving a project, must also adopt a mitigation monitoring and reporting program (MMRP) describing the changes that were incorporated into the project or made a condition of project approval in order to mitigate or avoid significant effects on the environment (Cal. Pub. Res. Code §21081.6). The MMRP is adopted at the time of project approval and is designed to ensure compliance during project implementation. Upon approval of the proposed project, the leady agency (WCA) will be responsible for implementation of the proposed project's MMRP.

1.3 ORGANIZATION OF THE IS/MND

This IS/MND is organized as follows:

Chapter 1.0 of this IS/MND provides a brief description of the proposed project. It includes a brief overview of the CEQA environmental review process and describes the organization of the IS/MND. This chapter also includes a description of the intended uses of the IS/MND and public agency actions.

Chapter 2.0 of this IS/MND provides a detailed description of the proposed project. Project objectives are identified, and information on the project characteristics, conceptual layout and design, and construction scenario is provided.

Chapter 3.0 presents the CEQA checklist for all impact areas and mandatory findings of significance.

Chapter 4.0 presents the environmental analysis for each issue area identified on the CEQA checklist form. If the proposed project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level.

The environmental analysis included in Chapters 3 and 4 separates environmental impacts into the following categories:

Potentially Significant Impact – This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. This impact category does not apply to this IS/MND.

Less than Significant After Mitigation – This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less than Significant Impact – This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact – This category applies when a project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g.,

the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

Chapter 5.0 provides a list of acronyms and abbreviations used throughout this IS/MND.

Chapter 6.0 provides a bibliography of reference materials and agencies and individuals contacted during the preparation of this IS/MND

Chapter 7.0 provides a list of key personnel involved in the preparation of the IS/MND.

Chapter 8.0 provides the comment letters received during the 30-day review period for the Draft IS/MND, followed by the responses from WCA.

Chapter 9.0 provides a checklist to fulfill the project's mitigation monitoring and reporting requirements under CEQA.

The technical studies and data used to prepare this IS/MND are included as appendices.

1.4 INTENDED USES OF THE IS/MND

An IS/MND is a public document used by a public agency to analyze the environmental effects of a proposed project and to disclose possible ways to reduce or avoid environmental damage. As an informational document, an IS/MND does not recommend for or against approving a project. The main purpose of the MND is to inform governmental decision makers and the public about the potential environmental impacts of the project. The WCA Board of Supervisors (Board) will use the Final IS/MND for all environmental decisions related to this project.

Specifically, this IS/MND will be used by the WCA, as the lead agency under CEQA, in making decisions with regard to the adoption of the proposed project and the subsequent construction and development of the park facilities, parking lots, trails, and other project elements described in Chapter 2.0.

1.5 PROJECT APPROVALS REQUIRED

As described above, the IS/MND will be used by the WCA as a decision-making tool for approval of the Duck Farm project. Various permits, approvals, and actions by the WCA may be required in order to execute and implement the project. Prior to construction, the plans would be submitted for approval through the Los Angeles County Department of Public Works development permit process, including, but not limited to, review by the County's Regional Planning, Building and Safety, Public Works, and Traffic and Lighting Departments, the Los Angeles County Fire Department, and the Los Angeles County Sheriff's Department. In addition, the information in this IS/MND will also be used by other regulatory agencies identified below to decide whether to grant permits or approvals necessary to construct or operate the proposed project, including:

- California Department of Transportation, District 7
- Los Angeles Regional Water Quality Control Board, Region 4 (National Pollution Discharge Elimination System)
- California Department of Fish and Game
- Los Angeles County Sanitation Districts (annexation into District 15 would be required, since a portion of the project site lies outside the Sanitation Districts' jurisdiction)
- Utility providers (i.e., utility connection permits)

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2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

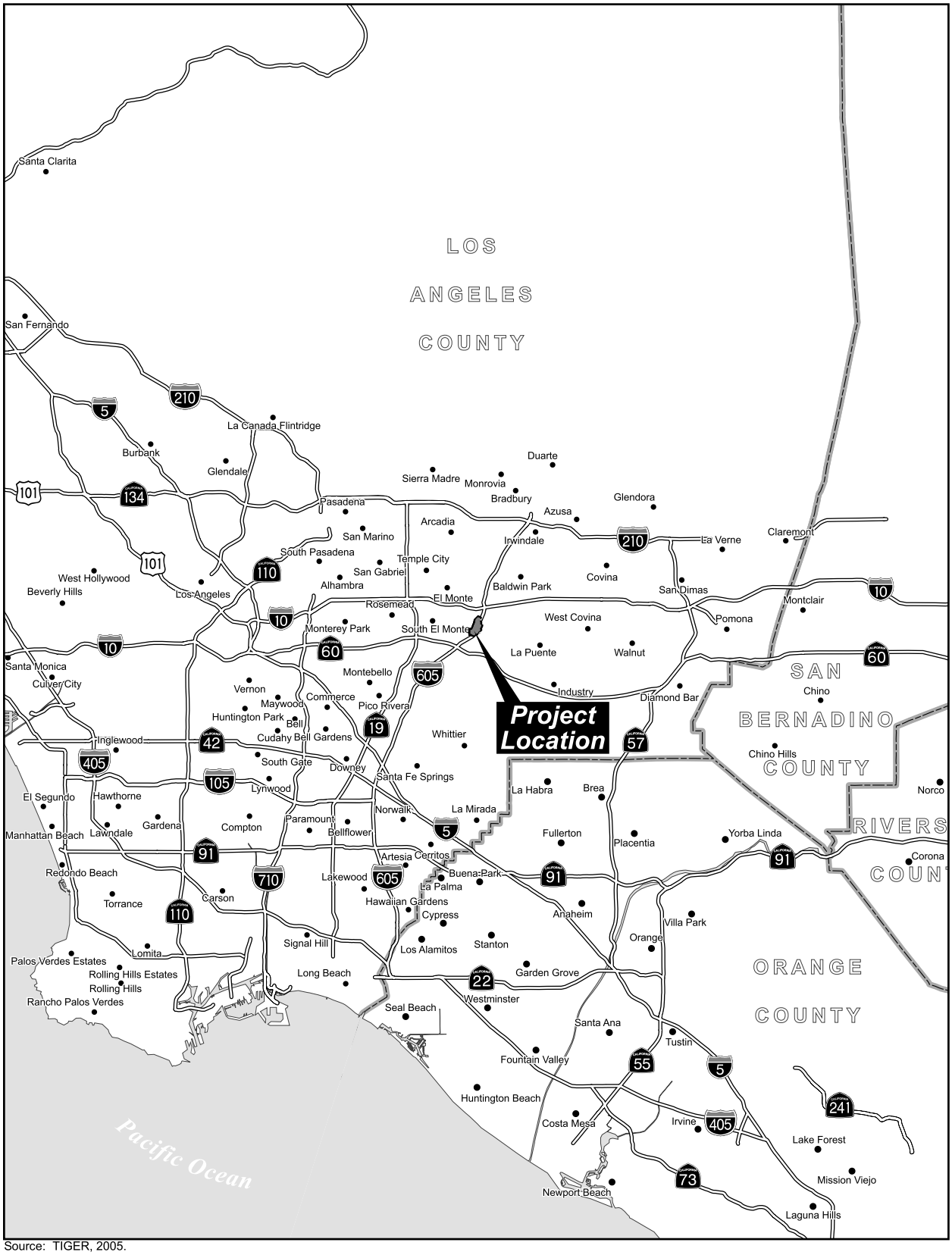
The proposed project site is located within the Avocado Heights and Bassett communities of unincorporated Los Angeles. The project site is roughly located south of I-10 on the eastern bank of the San Gabriel River adjacent to I-605 (see Figure 2-1, Regional Location Map). As shown on Figure 2-2, Vicinity Map, the 37.5-acre project site extends from Valley Boulevard on the north to Peckham Road on the south, the San Gabriel River on the west, and Rall Avenue and Ramada Avenue to the east. I-605 bisects the project site into east and west sections. Access the project site is currently provided from Proctor Street, Rall Avenue, San Fidel Avenue, and Temple Avenue.

The proposed project site is located between the east bank of the San Gabriel River and I-605 approximately 0.5 miles north of SR 60. The project site is designated Open Space and Low Density Residential (1 to 6 units per acre) in the Los Angeles County General Plan Avocado Heights Land Use Plan and is zoned Open Space (O-S), Light Agricultural (A-1), and Heavy Agricultural (A-2). Existing land uses at the project site include vacant land, three single-family residences, and an approximately 4-acre equestrian facility. The equestrian facility includes horse stalls, rings, and other riding areas and offers therapeutic riding, lessons, and horse boarding. The remainder of the project site is mostly cleared vacant land with remnant structures of the duck farm. SCE power lines run the length of the site. Some plant nursery activities are occupying a small portion of the project site, with the majority of the nursery operations occurring to the south outside of the project area. The existing vegetation on-site is dominated by non-native ruderal or weedy vegetation.

The project site is surrounded by the San Gabriel River to the west; I-605 and single-family residential uses to the east; industrial uses to the south; and the I-605/Valley Boulevard interchange to the north. Andrews Elementary School and Don Julian Elementary School are located east of the project site in Avocado Heights. A mobile home park is located north of the project site on the other side of the I-605/Valley Boulevard interchange. Mountain View High School and Madrid Middle School are located on the western bank of the San Gabriel River.

2.2 PROJECT BACKGROUND

The project site was operated as a duck farm from the 1950s until 2001 when it was purchased by the Trust for Public Land. In 2003, the Los Angeles County Flood Control District (LAFCD) and the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) formed a joint powers authority, known as the WCA, which seeks to fund projects of mutual interest and facilitate work. The WCA considers acquisition and protection of lands for watershed protection, conservation, natural open space, and recreational purposes. The WCA recently purchased the project site from the Trust for Public Land for the purposes of developing a park on the project site. Beginning in early 2006, public input was sought in determining the goals and design of the Duck Farm project. The first public meeting kicking

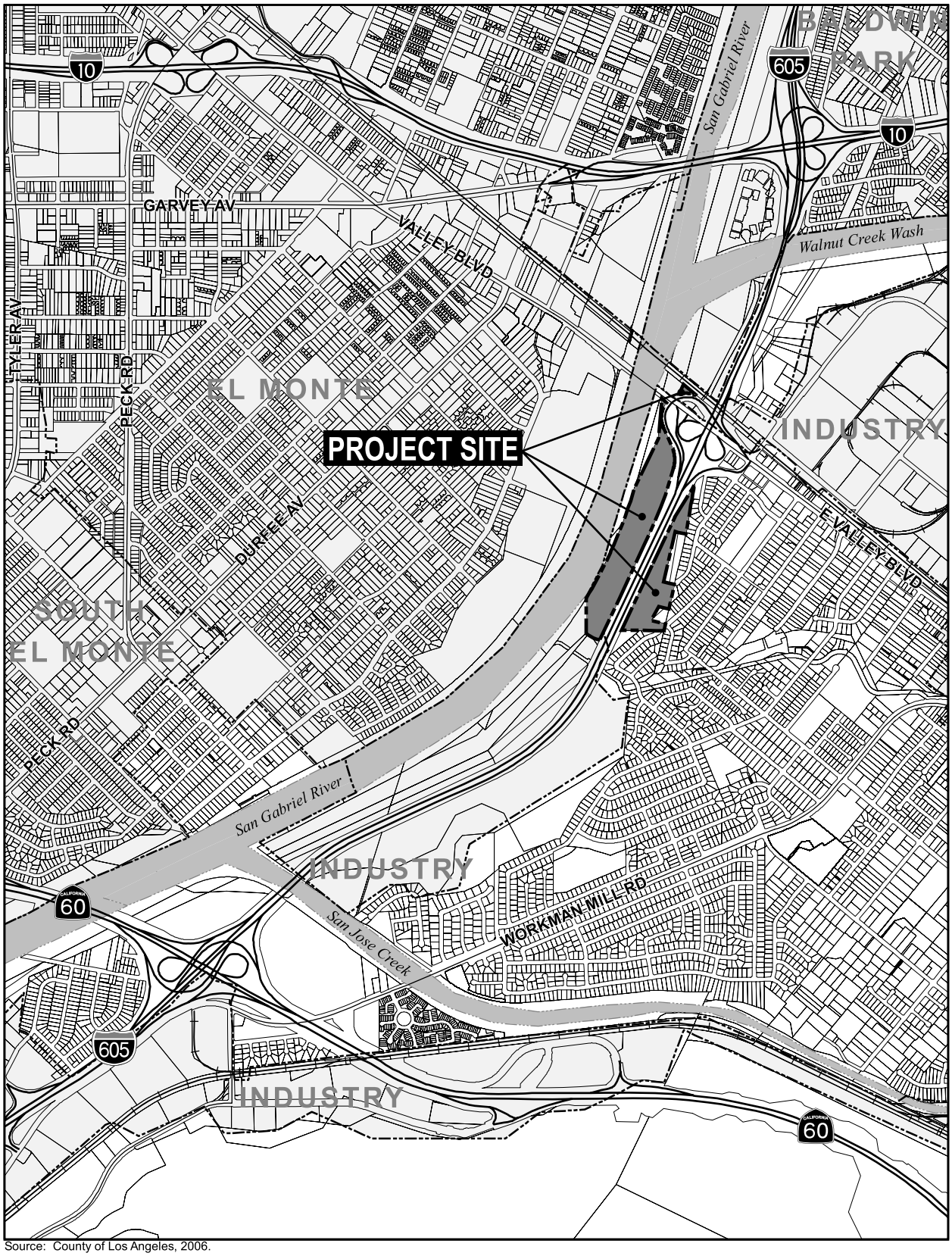


Source: TIGER, 2005.

0 2 4 8 12 16 Miles

Figure 2-1
Regional Location Map

Duck Farm Final IS/MND
Watershed Conservation Authority



Source: County of Los Angeles, 2006.

0 1,000 2,000 4,000 Feet

Figure 2-2
Local Vicinity Map

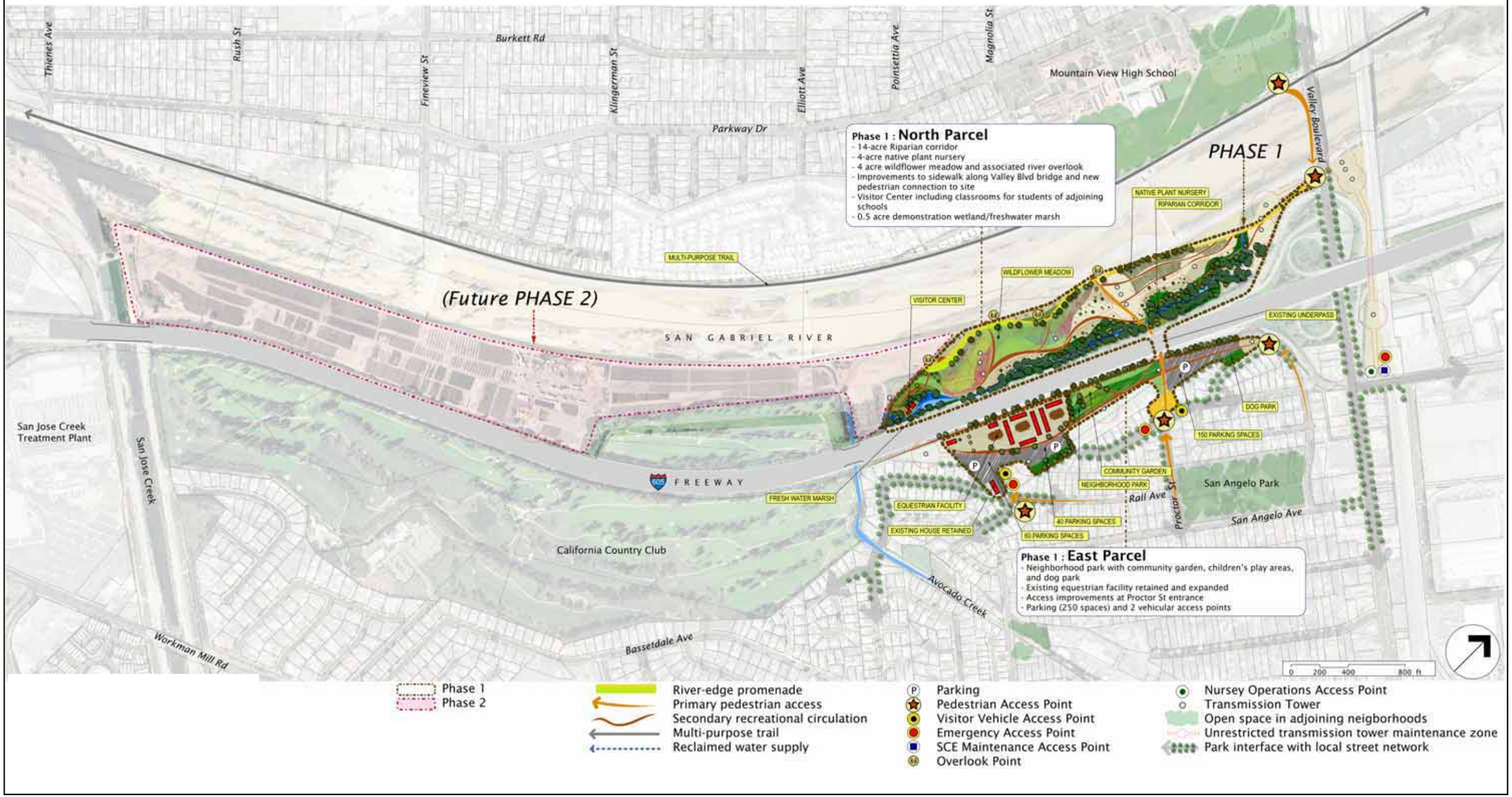
off the Duck Farm planning project was held on Saturday, April 8, 2006 at the San Angelo Park Recreation Center in La Puente. The purpose of this meeting was to introduce community stakeholders to the project, tour the project site, and initiate a visioning effort to guide the concept plan. A second public workshop was held at on Saturday, July 15, 2006 to obtain feedback from neighboring residents, land owners, and institutional stakeholders on three design alternatives for the future park at the Duck Farm. The third and final project design meeting was held at San Angelo Park Community on October 21, 2006. The purpose of the final community meeting was to present the preferred concept plan of the proposed park at the Duck Farm site. Numerous stakeholder meetings were held throughout the project design process, in addition to the three community workshops. Upon completion of this collaborative design process, the WCA Board approved the proposed conceptual design in October 2006.

The Duck Farm project is also part of a concurrent planning effort encompassing the entire San Gabriel River Corridor. In 1999, the County of Los Angeles Board of Supervisors directed the LADPW to prepare a master plan for the San Gabriel River corridor. In 2004, the SGRCMP emerged from this multi-year community-based planning process. The SGRCMP identifies priorities, provides guidance, and helps coordinate over 130 independently sponsored enhancement projects along the river, including the Duck Farm project. The SGRCMP PEIR was released for public review in February 2005, which evaluated five Concept Design Studies (including Duck Farm) and identified programmatic impacts and mitigation measures for each project. The PEIR was certified on June 12, 2006 (SCH No. 2003041187) by the Los Angeles County Board of Supervisors. The relevant mitigation measures from the PEIR have been incorporated into this project and additional project-level analysis and mitigation measures are provided.

2.3 PROJECT OBJECTIVES

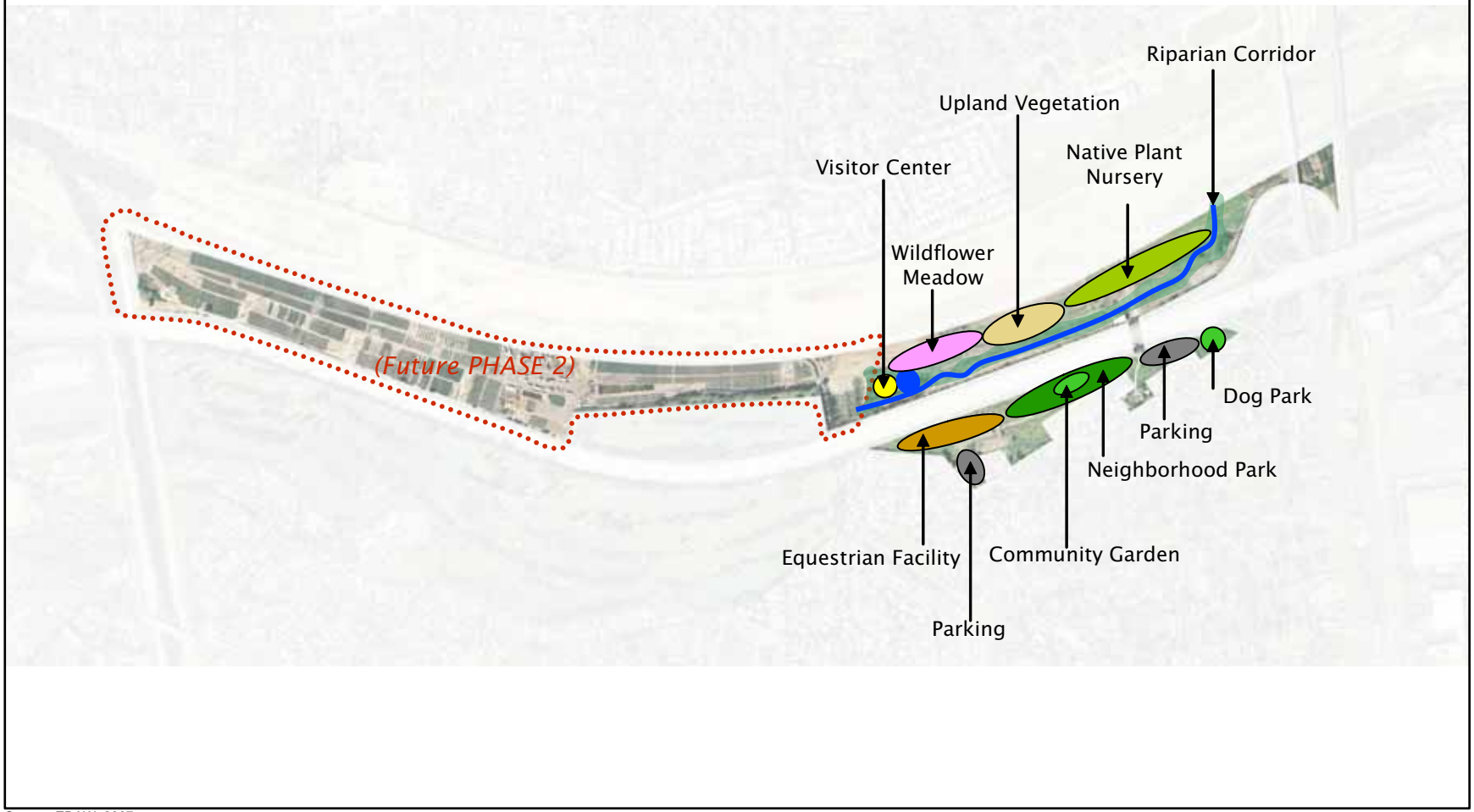
The proposed project is intended to transform the abandoned duck farm into an open space area with passive recreation and native habitat enhancements. The goals for the project site, as identified by the WCA and refined by the stakeholders during the site planning process, include the following:

- Bring diverse recreational opportunities and interpretative and educational experiences;
- Provide local and regional connections for the community to trails, open space, and the river;
- Create and restore sustainable natural habitat;
- Improve access to the Duck Farm site; and
- Improve water quality.



Source: EDAW, 2007

Figure 2-3
Conceptual Site Plan



Source: EDAW, 2007.

Not to Scale

Figure 2-4
Program Elements

2.4 DESCRIPTION OF PROJECT

The WCA is proposing to develop a park along the San Gabriel River on a portion of the former Woodland Duck Farm site. As shown on Figure 2-3, approximately 37.5 acres of the former Woodland Duck Farm site within the County of Los Angeles are proposed for development under the Phase 1 park development plan. The various Phase 1 project components and the associated phasing plan are described below. All Phase 1 projects are located on the 37.5-acre portion of the project site that is within unincorporated Los Angeles County. Figure 2-4 provides an overview of the project elements described below.

Approximately half of the Duck Farm site (47 acres located within the City of Industry) would remain in its current condition upon completion of the Phase I project. A concept design has been completed for the entire 84.45-acre site, including the 47-acre portion within the City of Industry, which are identified as "Phase 2" project components on Figure 2-3. The Phase 2 project components, including additional recreational amenities, habitat creation, interpretive facilities and access improvements, would likely be constructed in multiple phases when additional feasibility and design studies are completed and funding becomes available. There is currently no funding for the Phase 2 projects and a lead agency has not been identified; as such, these projects are considered speculative and are not evaluated in this IS/MND. The Phase 2 improvements would be subject to future CEQA/National Environmental Policy Act (NEPA) analysis at the time they are proposed to be developed. Similar to the proposed project, it is anticipated that the Phase 2 analysis would fall under the SGRCMP PEIR.

2.4.1 SITE ACCESS AND PARKING IMPROVEMENTS

Under the proposed project, a number of access improvements would be implemented at the Duck Farm site. As under current conditions, the City of Industry would continue to allow emergency vehicle access onto the western portion of the project site from Temple Avenue via their existing easement. Improvements to the maintenance road at Temple Avenue would include road widening to 20 feet, turnouts every 600 feet, and loading capacity of 75,000 pounds to accommodate Southern California Edison (SCE) service vehicles, flood control trucks, and emergency vehicles. No public access to the park would be permitted at the Temple Avenue location. A second emergency access point would be developed at the Proctor Street entrance and would serve the eastern side of the project site. Emergency access would be consistent with guidelines provided by the Los Angeles County Fire Department at project planning meetings. The Proctor Street entrance would include adequate turning radius for fire apparatus.

The primary public entrance and parking lot to the project site would be developed at Proctor Street. One WCA-owned residential property on the north side of the Proctor Street entrance would be demolished and a permanent park entrance would be developed. The new entrance would include a lockable gate, landscaping, park signage, and a 150-space parking lot. The existing I-605 Freeway underpass at Proctor Street would be improved to provide safe pedestrian access between the east and west sides of the Duck

Farm site. This would include resurfacing, drainage improvements, and lighting. Pedestrian gates would be installed at both ends of the underpass. No structural changes or widening of the underpass would occur. Limited vehicle access to the native plant nursery would be provided by this underpass.

A secondary vehicular entrance would be developed further south along Rall Avenue to provide access to the equestrian facility and the neighborhood park. One WCA-owned residential property at this location, the caretaker's house, would remain at the Rall Avenue entrance. A 100-car parking lot would be provided at the Rall Avenue entrance.

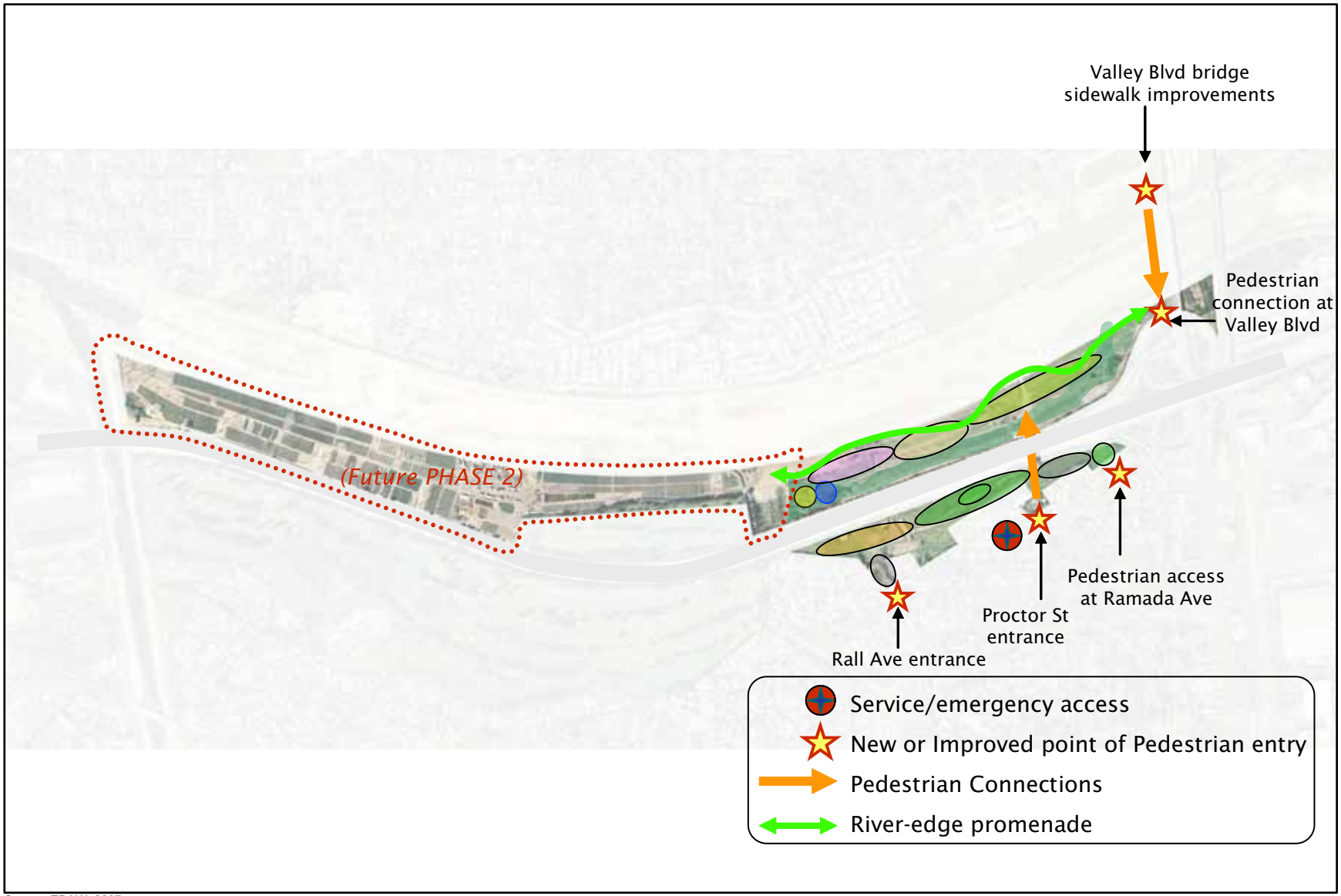
Several pedestrian access points would be developed on-site. New pedestrian entry gates would be developed on Ramada Avenue. In addition, a new access ramp and stairs would be constructed to provide pedestrian access from Valley Boulevard to the Duck Farm site. The access ramp would be ADA-accessible. A lockable gate would be installed at Valley Boulevard to prohibit access to the park after hours. The gate would be open only during park operating hours and would be patrolled by park rangers.

Two parking lots would be developed on the east side of the Duck Farm site: a 150-space parking lot near the Proctor Street entrance and a 100-space lot near the Rall Avenue entrance. Both lots would include bus and handicapped parking spaces. Bioswales and storm water retention basins would be developed around the parking lot to capture and detain surface runoff.

2.4.2 TRAILS

As shown on Figure 2-5, a network of trails would be developed on the Duck Farm site. Primary trails would serve as the main recreational circulation routes on-site and would ultimately connect the park to surrounding communities and regional trails. The primary trail would extend along the western edge of the site connecting a series of raised mounds along the river-edge promenade. Segments of the trail would be raised to the elevation of the flood control access road. Safety fencing and native landscaping would be installed along the river-edge promenade, which would be consistent with the guidelines approved for the SGRCMP. A new flood control access road would be developed in conjunction with the river-edge promenade along the levee. This access road would replace the existing paved access road on-site. In some areas, the promenade would extend beyond the levee edge via a cantilevered boardwalk to enhance wildlife viewing opportunities along the San Gabriel River. A river overlook would be constructed adjacent to the wildflower meadow on the San Gabriel River. As shown on Figure 2-6, a cantilevered overlook deck would suspend over the riprap wall of the San Gabriel River to allow for viewing of the river. No construction would occur within the channel.

Secondary trails would meander through the park, providing access to the many park features and amenities. Picnic tables, benches, shade structures, interpretive signage, and other passive recreational amenities would be developed along the trail system throughout the park.



Source: EDAW, 2007.

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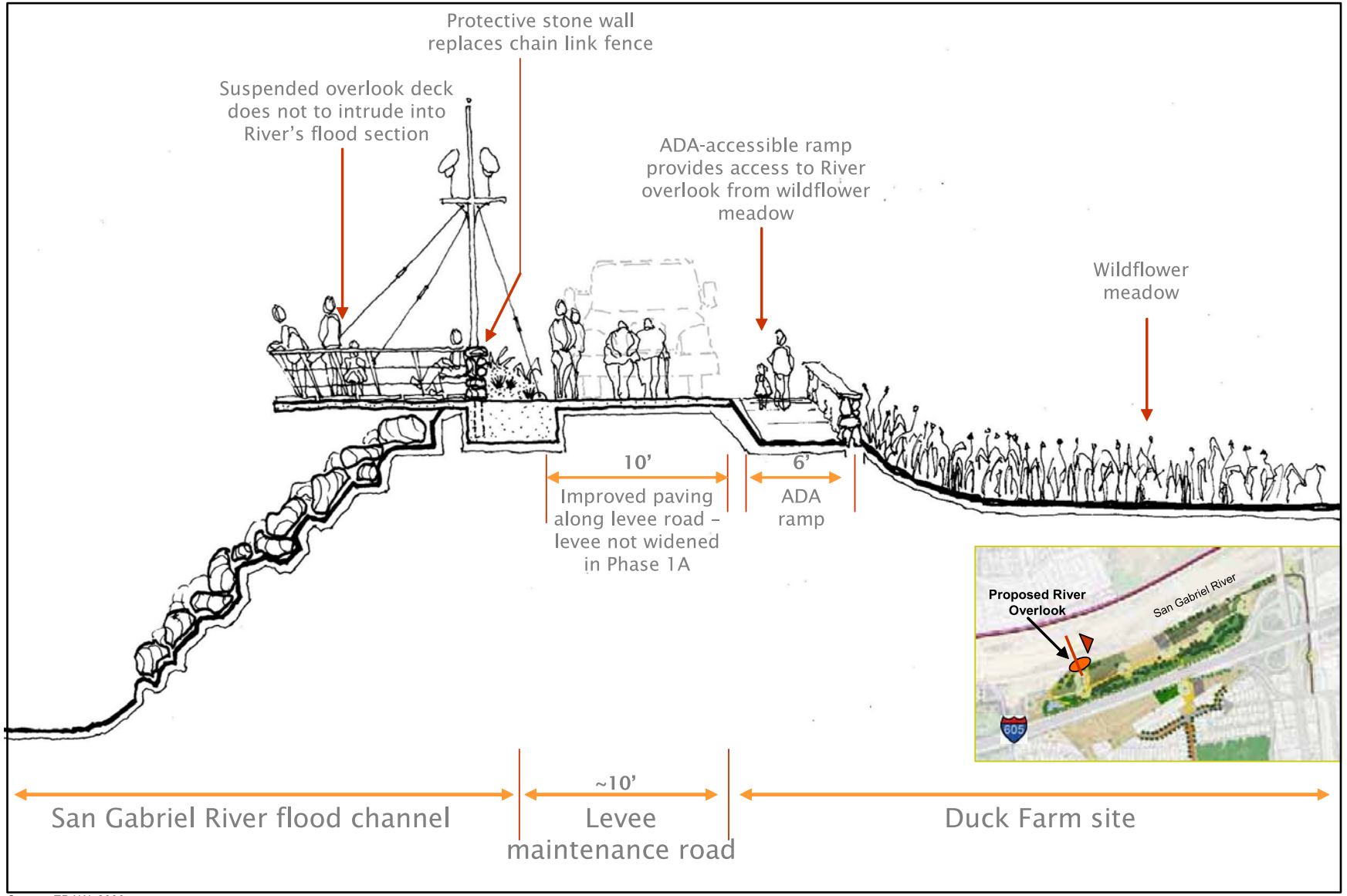
Figure 2-5
Proposed Connection



Source: EDAW, 2006.

Not to Scale

Figure 2-6
River Overlook at Levee

2.4.3 VISITOR CENTER

Major renovations would occur at the existing farm house, including structural upgrades, mechanical, electrical, and plumbing improvements, and interior modifications to convert it into the visitor center for the site. The visitor center would include an interpretive center (history, ecology, energy, and agriculture), classrooms for neighborhood schools, and administrative facilities. The interpretive program would include a component that deals specifically with the historic significance of the Duck Farm, its relationship with the site and the larger region as well as exhibits that illustrate its daily operations as they existed. A public restroom would be available at the visitor center.

Native landscaping would be installed around the visitor center and interpretive displays describing the farming history of the area would be installed. Paths and walkways would connect the visitor center to the adjoining freshwater marsh, riparian corridor, and wildflower meadow areas.

A small outdoor amphitheater would be developed for use as an outdoor classroom for small school and park events. The amphitheater would be situated near the visitor center. No amplified events would be permitted at the amphitheater. Events at the amphitheater would be limited to the daytime hours and no outdoor lighting would be installed.

2.4.4 NATIVE PLANT NURSERY

An approximately 4-acre native plant nursery would be developed on northwestern parcel as shown on Figures 2-3 and 2-4. Access to the nursery for delivery and commercial vehicles would be provided via the I-605 underpass. The native plant nursery would operate as a commercial enterprise, catering specifically to locally indigenous species and focusing on upland and wetland ecosystems. The nursery would be incorporated into the site's interpretive program through the use of informational material for the public, such as pamphlets, panels, and newsletters. In conjunction with the interpretive program, the nursery may also conduct workshops about native plant species, water use, and other horticultural topics, and could showcase landscape designs to encourage native planting in local yards and gardens.

2.4.5 FRESHWATER MARSH AND RIPARIAN CORRIDOR

Approximately 14 acres of riparian vegetation would be planted on-site, starting at the northern end of the project site and continuing along the western edge of I-605, as shown on Figures 2-3 and 2-4. The vegetated area will be situated outside of the zones constrained by SCE easements to ensure unencumbered access to the power lines by SCE. Irrigation lines would be installed to develop and sustain mature riparian vegetation along this corridor (see "Utilities" below). Typical plant species along this corridor would likely include white alder (*Alnus rhombifolia*), red alder (*Alnus rubra*); a variety of willows such as arroyo willow (*Salix lasiolepis*), red willow (*Salix laevigata*), black willow (*Salix gooddingii*), and sandbar willow (*Salix exigua*); coast live oak (*Quercus agrifolia*); Western sycamore (*Platanus racemosa*), and Fremont cottonwood (*Populus fremontii*). The understory would consist of

shrubs or smaller trees, such as mule fat (*Baccharis salicifolia*), blue elderberry (*Sambucus mexicana*), and twinberry (*Lonicera involucrata*). Herbaceous cover would include vines such as blackberry (*Rubus ursinus*).

A 1.5-acre freshwater marsh and demonstration wetland would be developed to the east of the visitor center at the southern end of the riparian corridor where Avocado Creek and I-605 converge. The wetland would be connected to a closed-loop irrigation system that would recirculate water to other portions of the site. Typical plant species in the freshwater marsh area would include low-growing, hydrophytic vegetation such as sedge (*Carex spp.*), nutsedge (*Cyperus spp.*), rush (*Juncus spp.*) bulrush (*Scirpus spp.*), cattails (*Typha spp.*), and grasses (*family Poaceae*).

2.4.6 WILDFLOWER MEADOW

A wildflower meadow would cover approximately 4 acres of land and would feature a wide variety of native upland species. The meadow would undulate to create topography that gradually reveals the meadow as one crosses it and would provide slopes varying in sunlight intensity so that a diverse mix of wildflowers would thrive. Native grasses would be allowed to flourish when wildflowers are not in bloom. Formal interpretation - in the form of panels and displays - would be minimal, as the focus would be on a self-guided discovery experience to foster aesthetic appreciation for California wildflowers. Signs would be placed at the meadow's edge to encourage visitors to view the flowers close-up. Reseeding would occur as needed in conjunction with the interpretive program or as a community event.

2.4.7 UPLAND VEGETATION

Approximately two acres of upland vegetation would be planted between the wildflower meadow and native plant nursery. The upland vegetation area would include native scrub plant species such as California sagebrush (*Artemisia californica*), deerweed (*Lotus scoparius*), giant ryegrass (*Leymus condensatus*), black sage (*Salvia mellifera*), white sage (*Salvia apiana*), mulefat (*Baccharis salicifolia*), rabbitbrush (*Ericameria sp.*), black mustard (*Brassica nigra*), California buckwheat (*Eriogonum fasciculatum*), toyon (*Heteromeles arbutifolia*), laurel sumac (*Malosma laurina*), and lemonadeberry (*Rhus integrifolia*).

2.4.8 NEIGHBORHOOD PARK

A 2.6-acre neighborhood park would be developed on the east side of I-605. The neighborhood park would be designed to attract regular use by local residents. A 2.5-acre double-fenced dog park, with a fenced puppy and small dog area would be provided. A 0.5-acre community garden would be open to the public during park operating hours. An exercise circuit, open grassy areas for informal play, shaded picnic tables, barbecue pits, group picnic areas, and animal-resistant trash bins would also be provided. A meandering path system would encourage visitors to walk or jog through the neighborhood park. Shade trees, stone benches, and a children's play area would be placed adjacent to the path. All neighborhood

park features would be ADA-complaint. A bulletin board may be situated at the park entrance for community notices. A 150-space parking lot (described above) would be located in the neighborhood park area, along with a small public restroom facility.

2.4.9 EQUESTRIAN FACILITY

As shown on Figure 2-3, the existing equestrian facility on the east side of the Duck Farm site would be demolished and replaced with an expanded facility. The new 5.2-acre facility would include an office, stables, training rings, outdoor arenas, and other equestrian amenities. Access to the equestrian facility would be provided via a secondary park entrance at Rall Avenue. As described above, a new 100-car parking lot would be developed near the equestrian facility. Storm water runoff from the equestrian facility would be captured on-site using bioswales and retention basins, minimizing the pollutant load and reducing the volume of runoff from the site.

2.4.10 UTILITIES

Potable water lines would be installed on-site, with a point of connection on San Fidel Avenue on the eastern property boundary. These lines would serve the interpretive center and would provide water for irrigation until reclaimed water sources are available at the site. Ultimately, a reclaimed water line would be developed along the Duck Farm site to supplement or replace the potable water sources used for irrigation; however, the reclaimed water line would occur in future project phases and is not a part of this project.

A 100-foot buffer would be maintained around all power lines on the project site to provide unencumbered access for SCE and the City of Los Angeles Department of Water and Power (LADWP) maintenance vehicles. These buffers would include grass, flowers, paving, decomposed granite, or other low-profile surface treatments. The park's primary trail system would be designed to accommodate emergency vehicle loading in accordance with SCE and LADWP requirements.

The proposed park would require some wooden utility pole relocations; however, no transmission lines or towers would be affected by the project.

The proposed drainage system at the Duck Farm site would be designed utilizing sustainable design methods and would not exceed existing outflow conditions. Constructed wetlands, vegetated swales, and bio-swales would be created on-site to reduce runoff velocities, encourage habitat, and remove storm water contaminants.

2.4.11 PARK OPERATION

The park would be open from dawn to dusk and would be closed to public access at night. Security would be provided by park rangers.

2.5 CONSTRUCTION SCENARIO

Park development would occur in two phases, as outlined below.

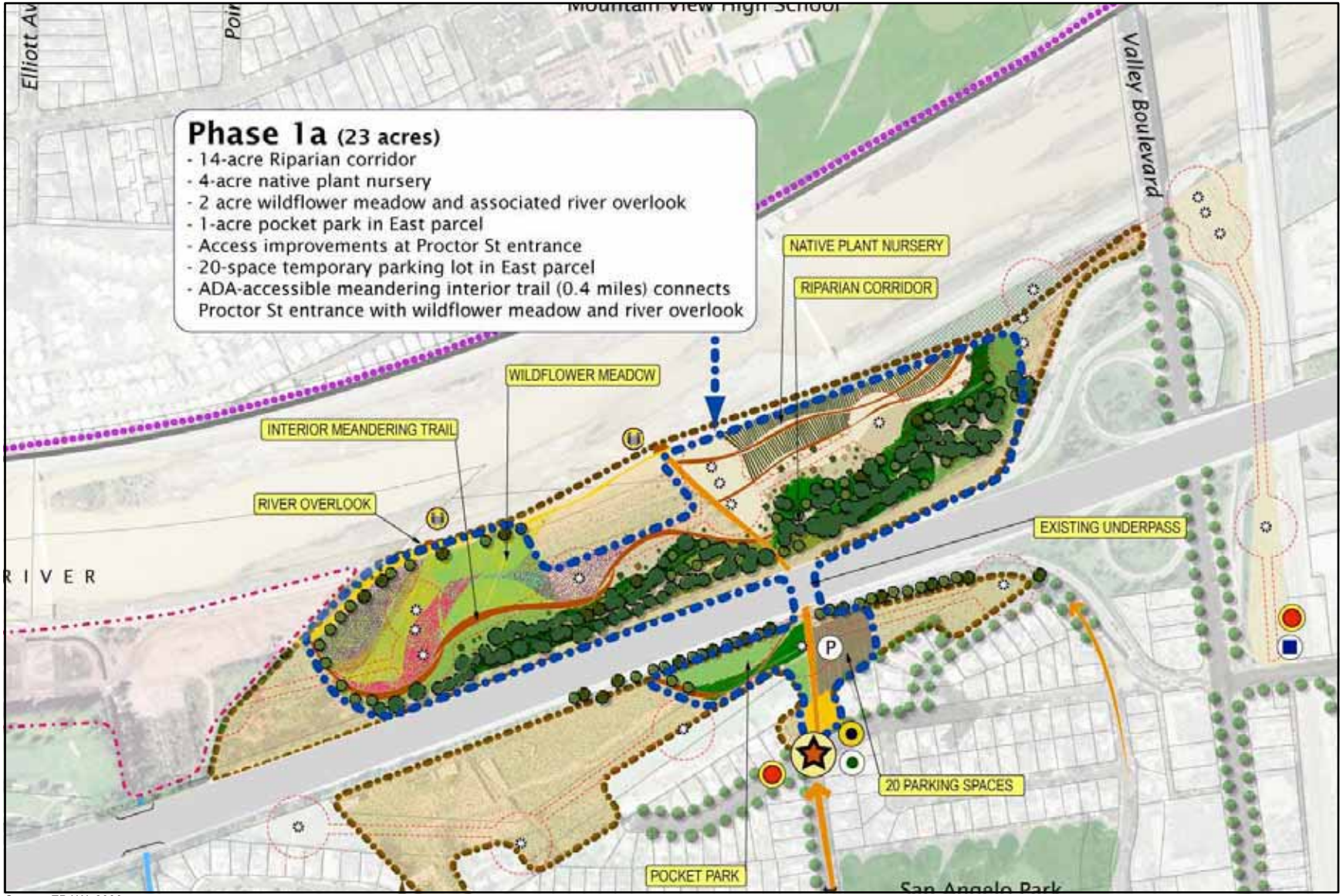
Phase 1a. The following project components would be developed on 23 acres in Phase 1a (Figure 2-7):

- Access improvements at the Proctor Street entrance
- 1-acre pocket park (turf area, picnic tables, and signage)
- I-605 underpass improvements (lighting, water, electrical)
- ADA-accessible meandering interior trail (0.4 miles) connecting the Proctor Street entrance to the wildflower meadow and river overlook
- 2-acre wildflower meadow and river overlook
- River-edge improvements and temporary fencing
- 14-acre riparian corridor
- Temporary dirt "trail head" parking lot at Proctor entrance (20 parking spaces)
- 4-acre native plant nursery

Phase 1b. The following project components would be developed on 14.45 acres in Phase 1b (Figure 2-8):

- Permanent park entrance at Proctor Street
- Neighborhood park
- 150-space parking lot at Proctor Street and 100-space parking lot at Rall Avenue
- Maintenance road improvements
- Community garden with pedestrian access gate on San Fidel Avenue
- Dog park with pedestrian access gate on Ramada Avenue
- Expanded riparian corridor
- Meandering interior trail
- Upland vegetation
- River-edge promenade between Valley Boulevard and farmhouse
- Visitor Center (farm house renovation) and amphitheater
- Valley Boulevard sidewalk improvements and pedestrian access ramp
- Expanded equestrian facility
- One-acre freshwater marsh

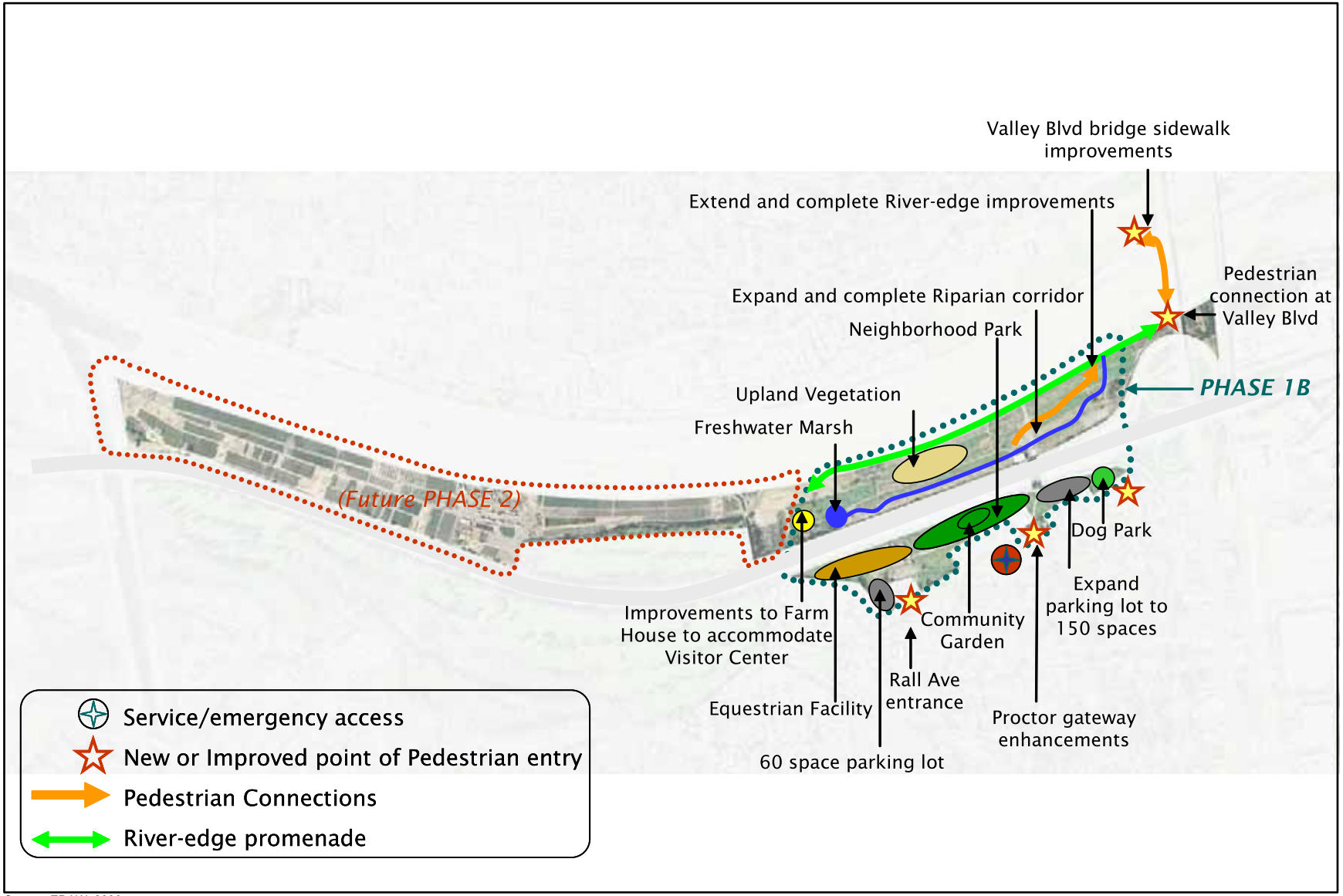
Construction of the proposed project would occur in two phases: (1) site preparation, and (2) building construction and site finishing. Site preparation would include clearing and grading the site and installing the paved surface parking lot. The northern portion of the site would be graded for the installation of the building foundation and the landscaped storm water retention basin area would be graded to a maximum depth of 3 feet. Total grading for the project site is expected to be approximately 3,500 cubic yards of cut and fill during Phase 1a and 8,000 cubic yards of cut and fill during Phase 1b. Cut and fill would be balanced on-site. Also during the site preparation stage, vegetation would be removed and cleared. Trees to remain on-site would be flagged and/or removed during construction to be reinstalled after building construction. The site preparation phase is expected to last approximately 3 months.



Source: EDAW, 2006.

Not to Scale

Figure 2-7
Phase 1A Project



Source: EDAW, 2006.

Not to Scale

Figure 2-8
Phase 1B Project

The building construction phase would include foundation construction, utility connections, and structural construction. The site finishing stage would include parking space designation and landscaping around the site and the landscaped storm water retention basin. The building construction and site finishing phase is expected to last approximately 9 months. All equipment would be maintained and operated in compliance with applicable South Coast Air Quality Management District (SCAQMD) standards (SCAQMD, 2006a).

The entire construction process is expected to last approximately 12 months (Table 2-1). Construction activities would only occur on weekdays, between 7:00 a.m. and 6:00 p.m. Construction is anticipated to begin in July 2008.

Table 2-1
Proposed Construction Schedule

Phase	Activity	Duration (Approx.)
1a	Site Preparation	3 months
1b	Building Renovation and Site Finishing	9 months
	Total Construction Period	12 months

All construction activities would occur on WCA-owned property. The easements within the Phase 1 construction area are shown on Figure 2-9.

2.6 ENVIRONMENTAL COMMITMENTS/BEST MANAGEMENT PRACTICES

To reduce potential impacts to air quality, noise, water quality, and traffic, the construction and operation of the proposed project would be conducted in accordance with applicable standards and best management practices (BMPs). The following environmental safeguards would be implemented as part of the proposed project:

- Project would implement applicable construction procedures approved by SCAQMD, including Rule 403.

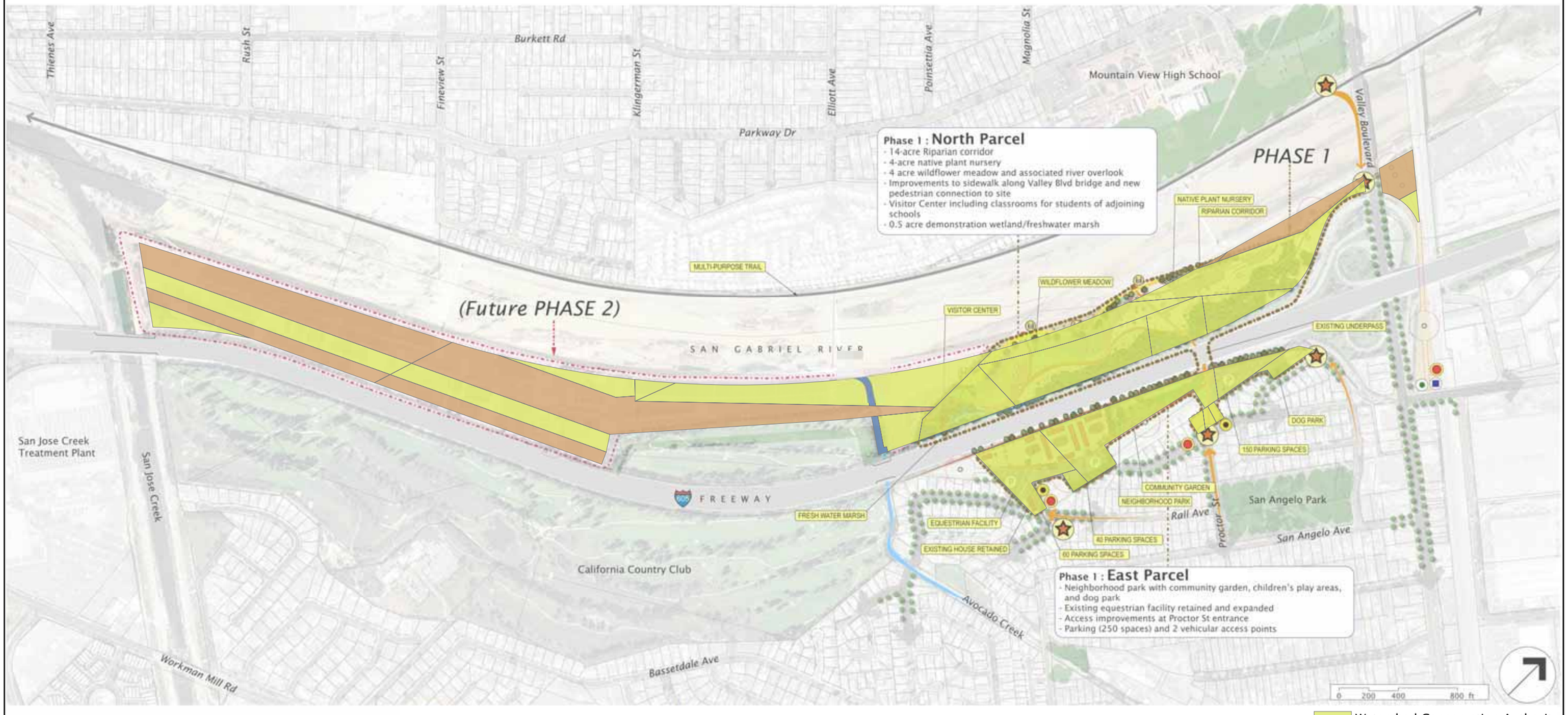
- Project would develop and implement an erosion control plan and a Storm Water Pollution Prevention Plan (SWPPP) for construction activities. At a minimum, erosion control and grading plans would include:

  (1) minimizing the extent of the disturbed area and duration of exposure;

  (2) stabilizing and protecting the disturbed area as soon as possible;

  (3) keeping runoff velocities low;

  (4) protecting disturbed areas from contact with runoff; and



Source: EDAW, 2007

Figure 2-9
Parcel Ownership

(5) retaining sediment within the construction area.

- Construction BMPs would include, at a minimum, the following:

  (1) temporary desilting basins;

  (2) silt fences;

  (3) gravel bag barriers;

  (4) temporary soil stabilization through mattress or mulching;

  (5) temporary drainage inlet protection; and

  (6) diversion dikes and interceptor swales.

- Project would comply with the Regional Water Quality Control Board's (RWQCB) National Pollution Discharge Elimination System (NPDES) Phase II Rule.

- Project would incorporate source reduction techniques and recycling measures into project construction and maintain a recycling program during operation of the Duck Farm.

- Project would provide automatic fire sprinklers for the Visitor Center.

- Fire flow would be provided in accordance with requirements.

- Project construction would comply with the County of Los Angeles Noise Ordinance.

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3 INITIAL STUDY CHECKLIST

1.	**Project title:**	Duck Farm Project
2.	**Lead agency:**	Watershed Conservation Authority 900 South Fremont Avenue, Annex 2nd Floor Alhambra, California 91802
3.	**Contact person:**	Frank Simpson, Project Analyst Phone: (626) 458-4334 Email: fsimpson@rmc.ca.gov
4.	**Project location:**	Communities of Avocado Heights and Bassett in unincorporated Los Angeles County, California, on the east side of the San Gabriel River adjacent to Interstate 605 between Valley Boulevard on the north and Peckham Road on the south.
5.	**General plan designation:**	Open Space and Low Density Residential
6.	**Zoning:**	Open Space (O-S), Light Agricultural (A-1), and Heavy Agricultural (A-2)
7.	**Description of project:**	The WCA proposes to construct the 43-acre park along the banks of the San Gabriel River on a portion of the former Woodland Duck Farm site.
8.	**Surrounding land uses and setting:**	The project site is surrounded by the San Gabriel River to the west; I-605 and single-family residential uses to the east; I-605/Valley Boulevard interchange to the north; and a nursery and vacant uses to the south.
9.	**Other public agencies whose approval is required:**	California Department of Transportation, District 7 Los Angeles Regional Water Quality Control Board, Region 4 (NPDES) California Department of Fish and Game Los Angeles Department of Public Works (Conditional Use Permit) Utility providers (i.e., utility connection permits)

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by the proposed project and will be further evaluated in the EIR.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Pedestrian Safety
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

3.2 DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☒

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐

Signature _____ Date _____

Belinda Faustinos, Executive Officer

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?		X		
e. Create a new source of substantial shade or shadow that would adversely affect daytime views in the area?				X
2. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson act contract?				X
c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?		X		
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?			X	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?		X		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d. Disturb any human remains, including those interred outside of formal cemeteries?			X	
6. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b. Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
7. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		X		
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
8. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?		X		
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?		X		
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				X
f. Otherwise substantially degrade water quality?		X		
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j. Inundation by seiche, tsunami, or mudflow?			X	
9. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				X

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
10. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
11. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
12. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	
13. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X
14. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X	

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
15. TRANSPORTATION/TRAFFIC. Would the project:				
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e. Result in inadequate emergency access?			X	
f. Result in inadequate parking capacity?			X	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
16. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		X		
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X	
17. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X		

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4 IMPACTS AND MITIGATION MEASURES

4.1 AESTHETICS

WOULD THE PROJECT:

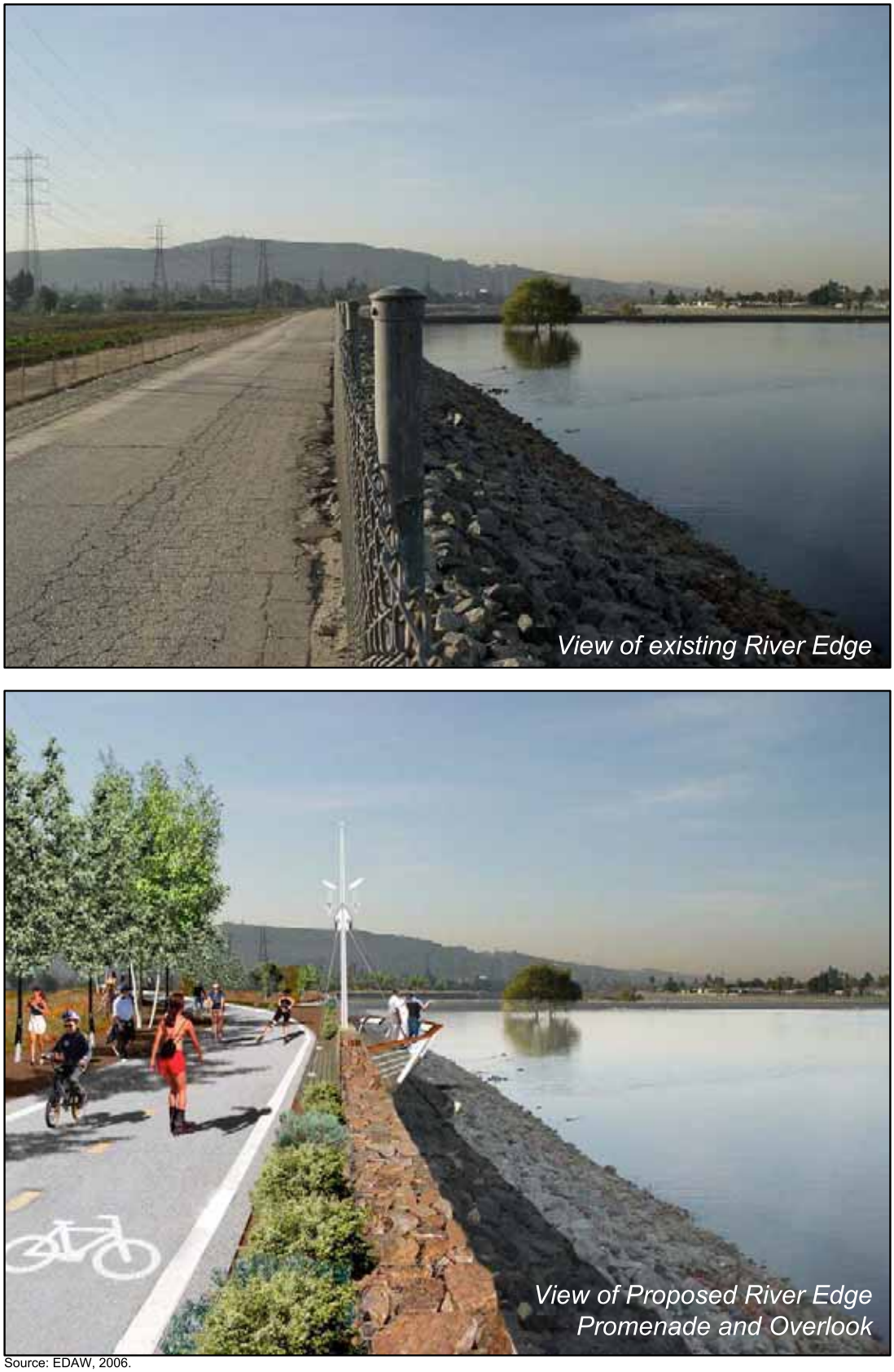
a) HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?

No Impact. The 37.5-acre project site extends from Valley Boulevard on the north to Peckham Road on the south, the San Gabriel River on the west, and Rall Avenue and Ramada Avenue to the east. I-605 bisects the project site into east and west sections. The project is adjacent to the San Gabriel River on the west, residential uses to the north and south, and a golf course and industrial development to the south. The project site currently includes vacant land that was formerly used as the Woodland Duck Farm, high voltage electric power lines, a plant nursery, and an equestrian facility. The majority of the project site contains disturbed ground covered with weedy and non-native vegetation. However, the proposed project site is located on the east bank of the San Gabriel River, which is a County-designated scenic resource. In addition, the project site is bisected by I-605 and would be visible from the northbound and southbound lanes of the freeway.

The project features include an interpretive center, equestrian facility, native plant nursery, a neighborhood park, a dog park, a community garden, a wildflower meadow, riparian and upland habitat revegetation, and water quality improvements. Site access and parking improvements would include approximately 250 on-site parking spaces, a pedestrian connection from Valley Boulevard, neighborhood connections, and a new river-edge promenade. Some existing weedy and non-native vegetation would be removed to develop the various park facilities. However, no new buildings would be constructed. Further, the project site would be transformed from an underutilized former agricultural site to a riverfront park that would improve the views of the project site from I-605 and surrounding residential areas (sensitive viewers). Photographs of the existing project site and renderings of the proposed park improvements are shown in Figures 4-1 through 4-3. As shown in the existing views, the project site is dominated by nursery operations, vacant land, and the power lines. The site appears industrialized on the portions being used by the nursery and where the power lines are located. The remainder of the site appears vacant and not maintained. With implementation of the proposed project, the site would be revegetated and developed with a trail system and other park features. Views of the river would be enhanced by opening the site to the public, providing more viewing opportunities, and restoring the riparian and upland vegetation that had once occupied the project site. As such, the views from the public vantage points adjacent to the project site would be enhanced from nearby and on-site viewpoints. No adverse impacts to a scenic vista would occur, and no mitigation measures are required.

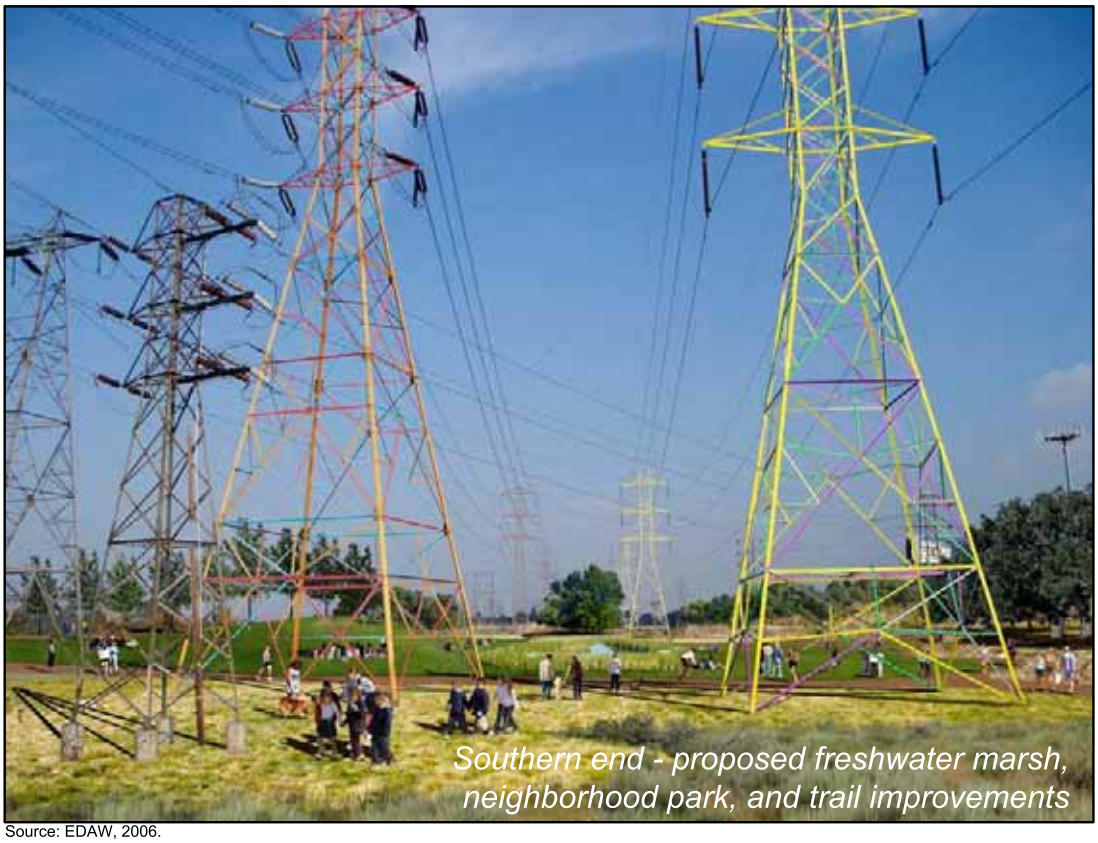
Source: EDAW, 2006.

Figure 4-1
Mid-Site - Existing and Proposed



Source: EDAW, 2006.

Figure 4-2
River Edge - Existing and Proposed



Source: EDAW, 2006.

Figure 4-3
Southern End - Existing and Proposed

b) SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY?

No Impact. The proposed project would not adversely affect a scenic resource within a scenic highway. There are no state-designated scenic highways near the project site; the closest proposed scenic highway is located approximately 12 miles southeast of the project site off of SR 60 and the closest designated scenic highway is State Route 2 located approximately 18 miles northwest of the project site (County Department of Regional Planning, 2002a). The site is not visible from these or any other designated scenic highways. Further, views of the project site (e.g., trails, neighborhood park, community garden, native plant nursery, equestrian facility) from the adjacent I-605 would be similar to or improved from existing views. The project site currently includes vacant land that was formerly used as the Woodland Duck farm, high voltage electric power lines, a plant nursery, and an equestrian facility. The majority of the project site contains disturbed ground covered with weedy and non-native vegetation. With implementation of the proposed project, the site would be revegetated and developed with a trail system and other park features. Views of the river would be enhanced by providing more viewing opportunities and restoring the riparian and upland vegetation that had once occupied the project site. These views would be consistent with the nearby California Country Club. Thus, no adverse impacts to scenic resources within a state scenic highway would occur, and no mitigation measures are required.

c) SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?

No Impact. The project site currently includes vacant land that was formerly used as the Woodland Duck farm, high voltage electric power lines, a plant nursery, and an equestrian facility. The majority of the project site contains disturbed ground covered with weedy and non-native vegetation. With implementation of the proposed project, the site would be revegetated and developed with a trail system and other park features. Views of the river would be enhanced by providing more viewing opportunities and restoring the riparian and upland vegetation that had once occupied the project site (see Figures 4-1 through 4-3). The proposed project would change the visual character of the project site from underutilized and industrial to a public park that would have a beneficial impact on the character of the site and its surroundings. No adverse impacts would occur, and no mitigation measures are required.

d) CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE, WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?

Less Than Significant Impact with Mitigation Incorporated. Implementation of the proposed project would contribute minimal additional light within the project area. The project site is

located within an urban area that currently generates lighting sources. The project site is adjacent to a residential community and is divided by I-605 all of which generate lighting. Within the project site, the existing equestrian facility uses nighttime building lighting and security lighting.

The proposed project is a park along the San Gabriel River. It involves expansion of the equestrian facility, provision of parking, community park space, trails, a visitor center, and a plant nursery. The park would be open from dawn to dusk and would be closed to public access at night. Therefore, the project site would be used primarily during daylight hours and nighttime lighting would be used for security purposes, including lighting the park entrances, visitor center, and equestrian facility. Security and nighttime building lighting would continue to be maintained at the equestrian facility. The park entrances are located within the adjacent residential community and would blend in with residential lighting, street lighting, and head lights from passing cars. The new parking lots and associated security lighting, however, would be visible from some nearby residences. Also, new sources of light adjacent to the San Gabriel River could potentially affect nocturnal wildlife activity. To minimize potential impacts to adjacent residences and wildlife, mitigation measure AES-1 is provided. With incorporation of this mitigation measure into the project, potentially significant effects of nighttime lighting would be mitigated to a less than significant level.

Mitigation Measure AES-1. Night lighting shall be low intensity directional lighting focused away from open space and residential uses. The WCA may utilize hoods, filtering louvers, glare shields, and/or landscaping as necessary to achieve a standard of no more than 2 foot-candles above the ambient light level, measured at the nearest residential property line. The lamp enclosures and poles shall also be painted or be of a natural finish to reduce reflection

e) CREATE A NEW SOURCE OF SUBSTANTIAL SHADE OR SHADOW THAT WOULD ADVERSELY AFFECT DAYTIME VIEWS IN THE AREA?

No Impact. The proposed project would not develop any new buildings that would create new shading and shadowing. The proposed project is the development of a park along the San Gabriel River. The project site currently includes a farm house, vacant land, a nursery, and an equestrian facility. The proposed project involves refurbishing the farm house to create a visitor center, revegetation of the project site, trail installation, expanding the equestrian facility, moving the plant nursery to a different part of the project site, and providing new entrances and parking lots. No new shade creating uses would be added to the project site. No impact would occur, and no mitigation measures are required.

4.2 AGRICULTURE RESOURCES

WOULD THE PROJECT:

a) CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE (FARMLAND), AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?

No Impact. Agricultural activities presently occurring on-site include the plant nursery and equestrian facility. The existing plant nursery would not be displaced as part of the project; rather, a new 4-acre native plant nursery would be developed as part of the proposed project. In addition, the equestrian facility would be retained on-site and expanded. The existing agricultural land on the project site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation, 2006). As such, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impacts would occur, and no mitigation measures are required.

b) CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?

No Impact. The project site is located on unincorporated land, which is designated as Open Space (O-S) and Low Density Residential (R-1) by the County of Los Angeles General Plan Avocado Heights Land Use Plan (2003). The project site is zoned Open Space (O-S), Light Agricultural (A-1) and Heavy Agricultural (A-2) (County Assessor's Office, 2006). There are no Williamson Act contracts applicable to the project site (California Department of Conservation, 2006). The proposed project would expand the equestrian facilities and would maintain the plant nursery, uses that are permitted within the A-1 and A-2 zones. Thus, the proposed project would not conflict with existing zoning for agricultural uses. No impacts would occur, and no mitigation measures are required.

c) INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?

No Impact. The site is not designated as farmland, and there are no farmlands located at the project site or in the immediate area (California Department of Conservation, 2006). The project site was formerly operated as a duck farm and portions of the site are zoned agricultural. The existing agricultural activities include a plant nursery and equestrian facility. These uses would

be expanded as part of the proposed project. As such, the proposed project would not result in conversion of farmland to nonagricultural use. No impacts would occur, and no mitigation measures are required.

4.3 AIR QUALITY

WOULD THE PROJECT:

a) CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN?

Less Than Significant Impact. The Duck Farm site lies within the South Coast Air Basin (Basin), which is managed by the SCAQMD. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), inhalable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Areas are classified under the Federal Clean Air Act as either "attainment" or "non-attainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the state standards is determined by the California Air Resources Board (CARB). The project site is located in the Los Angeles County portion of the Basin. Los Angeles County is designated as a non-attainment area for O_3 and PM_{10}; federal non-attainment and state attainment for CO; and an attainment area for SO_2, NO_2, and Pb (see Table 4-1).

Table 4-1
Attainment Status for the Los Angeles County Portion of the South Coast Air Basin

Pollutant	Attainment Status	
	Federal	State
O_3 – 1-Hour	--[1]	Non-attainment Extreme
O_3 – 8-hour	Non-attainment Severe 17	
PM_{10}	Non-attainment Serious	Non-attainment
$PM_{2.5}$	Non-attainment	Non-attainment
CO	Non-attainment Serious[2]	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Pb	Attainment	Attainment

SOURCE: EPA 2006; CARB 2006a.
1- Repealed by law in June 2005.
2- Redesignation to Attainment was submitted to the EPA for approval in February 2006.

The proposed project would not conflict with or obstruct the implementation of the Air Quality Management Plan (AQMP). A project is deemed inconsistent with the AQMP if it would result in population and/or employment growth that exceeds growth estimated in the AQMP. The

proposed project does not include development of housing or employment centers, and would not induce population or significant employment growth. Construction and operation of the project would provide a limited number of both temporary and permanent jobs. However, the number of new jobs generated would be minimal and would not exceed the population and/or growth projections within the AQMP. Specific air quality impacts related to criteria pollutants are discussed below. Impacts related to obstructing implementation of air quality plans would be less than significant. No mitigation measures are required.

b) VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?

Los Angeles County is designated as a federal and state non-attainment area for O_3, PM_{10} and $PM_{2.5}$, and a federal non-attainment area for CO. The SCAQMD, the regional agency that regulates stationary sources, maintains an extensive air quality monitoring network to measure criteria pollutant concentrations throughout the Basin.

State and federal agencies have set ambient air quality standards for various pollutants. Both CAAQS and NAAQS have been established to protect the public health and welfare. The SCAQMD has prepared the *CEQA Air Quality Handbook* to provide guidance to those who analyze the air quality impacts of proposed projects. Based on Section 182(e) of the Federal Clean Air Act, the SCAQMD has set CEQA significance thresholds for potential air quality impacts as shown in Table 4-2.

Mass Daily Thresholds

Emissions for construction of the proposed project were quantified using the URBEMIS2002, a computer program used to estimate vehicle trips, emissions, and fuel use resulting from land use development projects (CARB, 2005a). URBEMIS computes emissions of reactive organic gases (ROG), oxides of nitrogen (NO_x), CO, SO_2, and PM_{10}. On projects of this type, SO_2 emissions would be negligible and are not included in the analysis below. URBEMIS does not calculate $PM_{2.5}$ emissions. Rather, $PM_{2.5}$ emissions were calculated from PM_{10} values using methodology promulgated by SCAQMD in October 2006 (SCAQMD, 2006b). Appendix A includes construction equipment assumptions and air quality calculations.

Table 4-2
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	**Construction**	**Operation**
NO_X	100 lbs/day	55 lbs/day
ROC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs) and Odor Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Hazard Index ≥ 1.0 (project increment) Hazard Index ≥ 3.0 (facility-wide)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality for Criteria Pollutants [a]		
NO_2	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards:	
1-hour average	0.25 ppm (state)	
annual average	0.053 ppm (federal)	
PM_{10} 24-hour average	10.4 µg/m^3 (construction) [b] & 2.5 µg/m^3 (operation)	
annual geometric average	1.0 µg/m^3	
annual arithmetic mean	20 µg/m^3	
$PM_{2.5}$ 24-hour average	10.4 µg/m^3 (construction) [b] & 2.5 µg/m^3 (operation)	
Sulfate 24-hour average	25 ug/m^3	
CO	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards:	
1-hour average	20 ppm (state)	
8-hour average	9.0 ppm (state/federal)	

Source: SCAQMD, *Air Quality Analysis Guidance Handbook*. website http://www.aqmd.gov/ceqa/hdbk.html, accessed November 20, 2006

lbs/day = pounds per day
ppm = parts per million
ug/m^3 = micrograms per cubic meter
≥ greater than or equal to
[a] Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.
[b] Ambient air quality threshold based SCAQMD Rule 403.
Table revision date: October 2006

Construction Emissions

Less Than Significant Impact. Demolition and grading activities would generate fugitive dust including PM_{10}. Operation of diesel-engine construction equipment on-site, hauling of materials to the site, and construction crew traffic would generate emissions of ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$. Equipment types and quantities and other related data input into the model were based on the project description, and are shown in the URBEMIS data sheets in Appendix A. Demolition, grading, and construction/park development are considered to be sequential operations, and the emissions of each element are not added. Estimated construction-related mass emissions for various construction elements of Phases 1a and 1b of the project are shown in Table 4-3.

Table 4-3
Estimated Maximum Daily Construction Emissions

	Estimated Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Demolition	3	27	23	3	1
Grading	4	26	33	21	5
Construction/development 2008	5	40	42	2	2
Construction/development 2009	13	62	78	2	2
Maximum daily emissions	13	62	78	21	5
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**55**
Exceeds SCAQMD Thresholds?	No	No	No	No	No

Source: URBEMIS ver. 8.7 (CARB 2005a); SCAQMD, *Final –Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds*, October 2006.

The maximum daily emissions of ROG, NO_x, and CO would occur during the construction phase when development, painting, and paving could occur simultaneously. The maximum daily emissions of PM_{10} and $PM_{2.5}$ would occur during the grading phase. None of the maximum daily emissions would exceed the SCAQMD thresholds, and the impact would be less than significant.

The impact would be less than significant and no mitigation would be required. However, the project construction would be required to comply with SCAQMD Rule 403, Fugitive Dust. In accordance with Rule 403, the active grading areas would be watered two or more times daily and grading dust would be reduced 50 to 70 percent. Therefore, maximum daily PM_{10} and $PM_{2.5}$ would be considerably less than shown in Table 4-3.

Operational Emissions

Less Than Significant Impact. Operations emissions come from area sources and mobile sources. Area sources include natural gas for space heating and water heating; gasoline powered landscaping and maintenance equipment; consumer products such as household cleaners; and architectural coating for routine maintenance. Mobile sources are vehicle operations associated

with the proposed development. Trip generation for the proposed project would be 303 trips per day, as explained in the Project traffic report (Fehr & Peers, 2006). URBEMIS defaults were assumed for fleet composition and trip lengths. Area source emissions and mobile source emissions occur concurrently and are added. Operations emissions were calculated for 2009, which is the anticipated opening year for the park and are shown in Table 4-4. The maximum daily operations emissions are estimated at less than 5 percent of the threshold values for each of the pollutants; therefore, impacts would be less than significant.

Table 4-4
Estimated Maximum Daily Operations Emissions

	Estimated Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Area sources	<1	<1	1	<1	<1
Mobile sources	2	2	24	3	2
Maximum daily emissions	2	2	26	3	2
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**55**
Exceeds SCAQMD Thresholds?	No	No	No	No	No

Values may not add due to rounding
Source: URBEMIS ver. 8.7 (CARB 2005); SCAQMD, *Final –Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds*, October 2006

Ambient Air Quality for Criteria Pollutants – Local Emissions

On-Site Emissions

The SCAQMD has promulgated methodology and standards for calculation of impacts based on Localized Significance Thresholds (LST) (SCAQMD, 2003). An LST analysis is a localized air dispersion modeling analysis used to predict maximum concentration levels of NO_2, CO, and PM_{10} emissions generated from a project site that could reach nearby sensitive receptors. Air dispersion modeling is a function of multiple variables, including local-specific meteorological conditions, site-specific air pollutant emission levels, and sensitive receptor distances to the modeling site.

Less Than Significant Impact. As shown in the regional emissions calculations, both construction and operations emissions would not approach the SCAQMD levels of significance. Therefore, it may be presumed that emissions would not be of the magnitude to cause significant localized impacts, and the impact would be less than significant.

Off-Site Emissions

A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion at signalized intersections on major roadways. An appropriate qualitative screening procedure is provided in the procedures and guidelines contained in Transportation Project-Level Carbon

Monoxide Protocol (the Protocol) to determine whether a project poses the potential for a CO hotspot (UCD ITS, 1997). According to the Protocol, projects may worsen air quality if they: significantly increase the percentage of vehicles in cold start modes (i.e., the starting of a vehicle after at least one hour of non-operation) by 2 percent or more; significantly increase traffic volumes (by 5 percent or more) over existing volumes; or worsen traffic flow, defined for intersections, as increasing average delay at signalized intersections operating at Level of Service (LOS) E or F.

Less Than Significant Impact. As shown in the project traffic report (Fehr & Peers, 2006), the volume of traffic generated would not be large enough to require a traffic operations analysis. Therefore, it is concluded that the volume of traffic would not be of the magnitude to create severe congestion nor substantially contribute to congestion at any major signalized intersection. Accordingly, local emissions from off-site sources would be less than significant and no mitigation would be required.

c) RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD (INCLUDING RELEASING EMISSIONS, WHICH EXCEED QUANTITATIVE THRESHOLDS FOR OZONE PRECURSORS)?

Less Than Significant Impact. As discussed above, the proposed development would result in temporary and long-term increases in criteria pollutants well below SCAQMD thresholds. Thus, contributions to cumulative air quality emissions would not be substantial, and the cumulative impact would be less than significant.

d) EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?

Less Than Significant Impact. No park uses are proposed that would generate toxic pollutants or substantial quantities of criteria pollutant that would affect sensitive receptors.

In 1998, diesel particulate matter (diesel PM) was added to the ARB list of toxic air contaminants (TAC). In 2005, CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective*, which provides guidance concerning land use compatibility with TAC sources (CARB, 2005b). Although not a law or adopted policy, the handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm's way. The Handbook recommends, "Avoid siting new sensitive land

uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day."

The implementation of the proposed project would bring park users into an area that is within 500 feet of the I-605 freeway. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, if park users spent an average of 2 hours per day, 5 days per week, 52 weeks per year for 20 years, their exposure would be less than 2 percent of the total exposure period used for health risk calculation. Therefore, diesel PM from the I-605 to park users is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of noncarcinogenic TACs that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. This impact would be less than significant, and no mitigation measures are required.

e) CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?

Less Than Significant Impact with Mitigation Incorporated. Implementation of the project would include expansion of the existing equestrian facility and development of a neighborhood park and play area adjacent to the equestrian area. Strong horse manure odors are present in some areas at/near the existing equestrian facility. While horse manure emits an odor that is objectionable to some people, the equestrian park is an existing activity and the odors currently exist. Thus, the expansion of the equestrian area, in itself would not likely create a new impact. However, the development of the new neighborhood park and play area could bring new users to the area that could be affected by objectionable odors. In order to avoid a potential significant impact, mitigation measure AQ-1 would be incorporated into the project.

Mitigation Measure AQ-1. The manure stockpile location(s) within the new equestrian facility shall be located as far as possible from the neighborhood park, community garden, and children's play area to maximize the distance between the potential odor source(s) and the nearby residences and non-equestrian park visitors. Prevailing wind directions shall be considered when selecting the location of the stockpile area(s). A minimum setback of 100 feet shall be used.

4.4 BIOLOGICAL RESOURCES

WOULD THE PROJECT:

a) HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?

Less Than Significant with Mitigation Incorporated. The 37.5-acre project site had historically been used as duck farm and is now occupied by an equestrian center, plant nursery, power lines, and vacant land. The majority of the project site contains disturbed ground with cover of ruderal (weedy and non-native) vegetation. Both sides of I-605 just outside the project boundary contain cover of ornamental trees, primarily gum trees (*Eucalyptus* sp.).

Prior to the site reconnaissance surveys, a literature review was conducted to identify additional special status plants, wildlife, and habitats known to occur in the vicinity of the project site. The California Native Plant Society's (CNPS) Inventory of Rare and Endangered Vascular Plants of California (CNPS, 2006), California Department of Fish and Game (CDFG) Natural Diversity Database (CNDDB) (CDFG, 2006a), and the current List of Special Status Animals (CDFG, 2006b) were reviewed. The survey area is within the U.S. Geological Survey 7.5 minute El Monte quadrangle. The Baldwin Park, quadrangle, east of the El Monte quadrangle, was also queried because of its close proximity to the project site. Results of the literature review and research identified the following sensitive plant and animal species as having the potential to occur in the project vicinity based on known occurrences within the El Monte and Baldwin Park quadrangles: Cooper's hawk (*Accipiter cooperi*), coastal western whiptail (*Aspidoscelis trigris stejnegeri*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), many-stemmed dudleya (*Dudleya multicaulis*), southwestern willow flycatcher (*Empidonax traillii extimus*), southwestern pond turtle (*Emys marmota pallida*), mesa horkelia (*Horkelia cuneata ssp. puberla*), yellow-breasted chat (*Icteria virens*), Western yellow bat (*Lasiurus xanthinus*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), Orcutt's linanthus (*Linanthus orcuttii*), bit free-tailed bat (*Nycitinomops macrotis*), Brand's phacelia (*Phacelia stellaris*), coast horned lizard (*Phrynosoma coronatum blainvillii*), coastal California gnatcatcher (*Polioptila californica californica*), Parish's gooseberry (*Ribes divaricatum var parishii*), southern skullcap (*Scutelleria bolanderi ssp. Austromontana*), American badger (*Taxidea taxus*), and least Bell's vireo (*Vireo bellii pusillus*). Sensitive plant communities with known occurrences in the vicinity of the project site include California walnut woodland, Riversidian alluvial fan sage scrub, and walnut forest.

A survey of the project site was conducted on October 19, 2006 to confirm the presence or absence of the above-listed species. Vegetation and wildlife species observed on-site during the

site visit are listed in Appendix B. The majority of the project site is heavily disturbed and has cover of ruderal vegetation, such as horseweed (*Conyza Canadensis*), telegraph weed (*Heterotheca grandiflora*), black mustard (*Brassica nigra*), pigweed (*Chenopodium sp.*), and tumbleweed (Salsola tragus). There are occasional mature native blue elderberry trees (Sambucus Mexicana) and stands of ornamental trees such as Chinese elm (*Ulmus parviflora*), gum tree (*Eucalyptus sp.*), and ash (*Fraxinus sp.*). No special status plants or wildlife or sensitive plant communities were detected during the reconnaissance survey.

The project site contains suitable foraging habitat for Cooper's hawk (a designated Species of Special Concern by CDFG). The Cooper's hawk uses open fields for hunting and mature trees for feeding, perching, and roosting. It preys on small birds, burrowing mammals, and reptiles. The western edge of the project site contains large trees that could be used by Cooper's hawk while the rest of the project site contains the open fields and low shrub habitats that are preferred by its prey. The nearest reported sighting of Cooper's hawk was approximately 4.0 miles northeast of the project site in Irwindale in 2001 and they are known to the region.

The project site contains low quality habitat (open, semiarid areas with sparse vegetation) for coastal western whiptail (CNDDB listing only – no special status). Coastal western whiptail is unlikely to occur at the project site due to the disturbed nature of the site and the lack of habitat connectivity with known populations. The nearest reported sighting of this species was approximately 4.0 miles northeast in Irwindale in 2001.

Western yellow-billed cuckoo, a federal candidate and state endangered species, is known to occur along the San Gabriel River, particularly within El Monte. The project site, however, lacks suitable riparian habitat for the species to nest, and it is therefore not likely to occur on the project site. Yellow-breasted chat, a CDFG-designated Species of Special Concern, is also associated with watercourses; however, the project site does not contain suitable riparian habitat for this species to nest.

The project site contains several palm trees that may provide roosting habitat for western yellow bat (CNDDB listing only – no status). The San Gabriel River may also provide foraging habitat for this species. The nearest reported sighting of this species was approximately 9.0 miles northeast of the project site in Azusa in 1987.

The project site lacks suitable habitat and/or food sources for the other sensitive wildlife species identified during the literature review. Due to the heavily disturbed nature of the soils and lack of suitable habitat, there is low potential for sensitive plants to occur on the project site. However, the project site contains habitat suitable for raptors such as red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), white-tailed kite (*Elanus leucrus*), American kestrel (*Falco sparverius*), and great horned owl (*Bubo virginianus*). Characteristic habitat for raptors contains mature trees for perching, roosting, nesting, and surveying for prey and open scrub and/or grassland for foraging.

Although a variety of special status species are known to occur in the vicinity of the project site, few have the potential to occur on the site due to its highly disturbed condition. No special status plant species are expected to be present on this site. Special status wildlife species that may occur are limited to birds that may occasionally forage on or over the site. As described above, no special status habitat types are known to occur at on the project site due to its disturbed condition. Because the project site has been used as a duck farm for many years, the habitats on-site have been degraded or modified with planting of ornamental plant species.

Removing or altering habitats within the project's direct impact area would result in the loss of native and non-native habitats that provide valuable nesting, roosting, foraging, and denning opportunities for a wide variety of wildlife species. However, impacts on special status plant and wildlife species on-site during construction activities are not expected to reduce populations substantially in the region. Rather, the proposed project would restore natural areas on-site, including 14 acres of riparian vegetation, a 1.5-acre freshwater marsh, a 4-acre wildflower meadow, and 2 acres of upland vegetation. Nonetheless, the proposed project would have the potential to impact nesting birds if construction occurs during breeding bird season (generally March 1 through August 15). To avoid potential impacts to native nesting birds that may be present on the site, mitigation measure BIO-1 is provided. With incorporation of this mitigation measure into the project, potentially significant effects on native nesting birds would be mitigated to a less than significant level.

Mitigation Measure BIO-1. Should tree removal or grading operations occur during the breeding season (generally March 1-August 15, as early as February 1 for raptors) for migratory non-game native bird species, weekly bird surveys would be performed to detect any protected native birds in the trees to be removed and other suitable nesting habitat within 300 feet of the construction work area (500 feet for raptors). The surveys would be conducted 30 days prior to the disturbance of suitable nesting habitat by a qualified biologist with experience in conducting nesting bird surveys. The surveys would continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, the construction contractor shall delay all clearance/construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until August 31 or continue the surveys in order to locate any nests. If an active nest is located, clearing and construction with 300 feet of the nest (within 500 feet for raptor nests) shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the sensitivity of the area. The results of this measure would be recorded to document compliance with applicable state and federal laws pertaining to the protection of native birds.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. As described above, the project site had historically been used as duck farm and is now occupied by an equestrian center, plant nursery, power lines, and vacant land. The majority of the project site contains disturbed ground covered with ruderal vegetation. No riparian habitat or other sensitive natural communities are present on the project site as described above. Overall, the proposed project would have a beneficial effect by providing 14 acres of riparian vegetation. Therefore, there is no potential for adverse effects on riparian habitat or other sensitive natural communities. No impacts would occur, and no mitigation measures are required.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The project site is located adjacent to the east bank of the San Gabriel River. However, there are no jurisdictional wetlands or waters of the U.S. located within the project site, and construction activities would not occur within the San Gabriel River channel. The proposed river-edge promenade and overlooks would not encroach into the river floodplain and no construction activities are proposed within the channel. Therefore, no impacts to wetlands or other jurisdictional waters would occur, and no mitigation measures are required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established nave resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Wildlife corridors are relatively narrow landscape features that provide connections between larger blocks of native habitat. Habitat linkages are broader native habitat patches that join larger patches of habitat and can reduce the adverse effects of habitat fragmentation. The proposed project site is located in an urbanized area. The existing open space areas on-site have degraded by use as a duck farm. Further, these areas are fragmented from nearby open space areas by the river, I-605, and urban development. As such, the project site does not provide habitat for any native resident or migratory fish or wildlife species. There are no rivers, streams, or other water bodies present within the project site. In addition, the existing site is not currently used as a native wildlife nursery site. Because the site has long been isolated from native

habitats, any potential habitat connections are highly constrained. Project construction would not result in any permanent disruption to wildlife movement or migration, and no impacts would occur. Implementation of the project would improve the overall biological value of the site by providing 14 acres of riparian vegetation, a 1.5-acre freshwater marsh, a 4-acre wildflower meadow, and 2 acres of upland vegetation. No mitigation measures are required.

e) CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE?

No Impact. The County of Los Angeles tree protection ordinance specifically protects certain varieties of oak trees. No other tree species are protected. The project site contains disturbed ground covered with ruderal vegetation. Both sides of I-605 just outside the project boundary contain cover of ornamental trees. There are no oak trees located on the project site. No other policies or ordinances for biological resources apply to the project site. As such, the project would not result in any conflicts with local policies or ordinances. No impacts would occur, and no mitigation measures are required.

f) CONFLICT WITH THE PROVISION OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?

No Impact. The proposed project location does not contain biological resources that are managed under any habitat conservation plans. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan applicable to the project site. The proposed project site is not located within County designated Significant Ecological Area (SEA) (County Department of Regional Planning, 2002b). As such, the proposed project would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. No impacts would occur, and no mitigation measures are required.

4.5 CULTURAL RESOURCES

WOULD THE PROJECT:

a) CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN §15064.5?

Less Than Significant Impact with Mitigation. Archival research of the project area was conducted on June 12, 2006 at the South Central Coastal Information Center (SCCIC), housed at

California State University, Fullerton. The archival research involved review of historical files including an examination of historic maps and historic site and building inventories.

The records search indicated that one historic resource has been previously recorded within ½ mile of the project area. The historic resource (P-186112) includes two sections of the Union Pacific Railroad. The northernmost of the two lines (noted on the U.S. Geological Survey [USGS] quadrangle as Southern Pacific Railroad), is located immediately adjacent the northeastern boundary of the project area. This resource was recorded by S. Ashkar in 1999 during an archaeological survey conducted in advance of a proposed fiber optic line. The railroad was constructed during the latter half of the 19th century to connect southern states with the Pacific Ocean (Ashkar, 1999). In addition to being associated with several important historical figures, the railroad facilitated the transport of goods to ports and population growth on the west coast. Records indicate the railroad has been found eligible for the National Register of Historic Places (NRHP) (Ashkar, 1999). The railroad is adjacent the project area and will not be impacted by the proposed project.

A cultural resources survey was conducted on December 12, 2006 to identify historic-era buildings and structures within the proposed project area. A total of seven buildings and one tunnel were identified by the surveyors. Of these, six of the buildings, the farm house, farm house gardening shed, equestrian center stable and tack room, equestrian center barn, caretaker's residence, and residence located at 255 San Fidel Avenue, are of historic age. One building, identified as the garage, and the tunnel are not of sufficient age to be considered historic resources. Each of the historic-era buildings was photographed and recorded on appropriate Department of Parks and Recreation (DPR 523) forms. These resources are summarized in Table 4-5 and described below.

Table 4-5
Historic-Era Resources

Resource Identified	Date of Construction	Project-Related Alterations	CRHR Eligible
Farm House	1929	Yes	Yes
Farm House Gardening Shed	1940s - 1950s	Yes	No
Equestrian Center Stable and Tack Room	late 1940s - 1950s	Yes	No
Equestrian Center Barn	late 1940s - 1950s	Yes	No
Caretaker's Residence	1946 – 1949	No	No
Residence (255 San Fidel Ave)	1951	Yes	No
Garage	1970s	Yes	No
Tunnel	1968	No	No

Farm House (Louise Ward Residence) (12936 Valley Boulevard, La Puente)

The Farm House is located on the west side of I-605 near Avocado Creek. This two-story building is a Spanish Eclectic Revival style residence of wood frame and stucco construction. The roof features Spanish clay S-shaped roof tiles, slightly overhanging eaves, exposed rafter tails, and an exterior-mounted brick chimney with a decorative chimney top. The eastern façade displays a combination of squared casement and sash windows, a single-entry door topped by a shed style roof, and an exterior stairway with a decorative wrought iron railing. An inset balcony is present on the second story of this facade. The western elevation features the main entrance, which is positioned within a projecting bay and lead to by circular stained concrete stairs. Positioned just south of the stairs is a temporary wooden ramp which also leads to the main entrance. This elevation also features squared casement windows, one of which is currently covered with plywood, and an oval window covered by a decorative wrought iron grill. An inset rectangular entry (currently covered with plywood) and a combination of casement and sash windows is present on the southern facade. A 3-car garage (later addition) is present on the southeastern side of this residence. The northern elevation features three arched windows on the first story, and two double doors which lead out onto balconies with wrought iron railings on the second story. This residence, originally constructed ca. 1929, sits upon a concrete foundation.

This building, which sits upon the former Woodland Duck Farm property, was constructed for Louise Ward sometime in the mid to late 1920s as part of the second Ward Duck Farm site. The Ward Duck Farm, established ca. 1913, was originally located in northern California near the town of Petaluma. In the late 1920s, Louise Ward moved her duck farm operation to Southern California on the western banks of the Rio Hondo channel at the intersection of Walnut Grove Avenue and Rush Street (English, 2003). It was at this site that the Ward Residence was constructed.

The duck farm operated at this location until Louise Ward died in 1950. After her death, the business and property went into receivership. Approximately one year later, Eigil Bahnsen, longtime employee, and Betty Beckman purchased the business and re-located the duck farm to its current location on the east side of the San Gabriel River just south of Valley Boulevard. Their daughter, Patricia, married Richard (Dick) Woodland who joined the family business, with its name subsequently changing to the Woodland Duck Farm. As part of the re-location process, the Ward residence and a few of the other buildings were moved to the new site. In preparation for the move to the new site, the residence appears to have been separated into more than one section and transported on rollers. It was then re-assembled on a new foundation.

The new owners expanded the farm's capacity, and added new buildings to the site. It was likely during this time that the Ward residence was modified (English, 2003). A number of additions and minor alterations appear to have been undertaken on the house. A small single-story section topped by a roof deck has been added to the southern elevation. A 3-car garage with a flat roof

was added to the southeast corner of the house. An inset porch with wrought iron railing and sliding glass door was added to the rear of the house. The main entry on the western elevation was possibly reconfigured, however this could not be substantiated. No building permits have been located for this residence.

Although the Ward residence has undergone various alterations, most were done to the rear facades. Furthermore, the alterations were constructed in a sensitive manner and compatible style. The residence still retains the distinctive architectural characteristics that make it a good example of the Spanish Eclectic Revival style. Although it has been moved, and consequently lost the integrity of its original setting and location, the residence itself still retains enough integrity of workmanship, materials, feeling and association to convey its significance (external characteristics) under Criterion 3 of the California Register of Historic Resources (CRHR).

Research did not indicate that this building was associated with any events or persons considered important in local or statewide history (CRHR Criteria 1 and 2). Because no building permits have been found for this residence, it is unknown if a prominent architect or builder was associated with its construction. This type of building is well documented in both written and visual sources, and does not appear likely to yield important primary information on historic construction techniques or technology (Criterion 4).

The proposed project would retain the farm house as an interpretive center. Upgrades would be required to bring the building up to code. Because the building appears to be eligible for the CRHR under Criterion 3 as a good example of the Spanish Eclectic Revival Style, exterior modifications would result in potentially significant impacts to the resource. With the implementation of mitigation measure CUL-1, impacts to this historic resource would be less than significant.

Farm House Gardening Shed

The farm house gardening shed is a dilapidated shed approximately 25 feet from the south side of the home. The shed is of wood frame construction with corrugated aluminum siding and a dirt floor. The shed features a double door, garage-type entrance on its northern façade and a single wooden door on its southern façade. The shed is currently unused, abandoned, and in disrepair. This shed may have been one of the additional buildings moved in 1951 when the Ward residence was moved to this property.

The farm house gardening shed does not meet any of the eligibility criteria for listing on the CRHR. Accordingly, modifications to this shed would not result in significant impacts.

Equestrian Center Stable and Tack Room

The existing equestrian center stable and tack room is a single story L-shaped vernacular building with corrugated metal-covered gable roof. An open "breezeway" which pierces the building is covered by the principal roof. The exterior of this building features a combination of concrete and vertical wood siding. Broken windows, possibly hopper-style, are located on the southern façade. This building sits upon a concrete foundation. This architectural style suggests the stable was constructed during the mid-twentieth century, perhaps between the late 1940s and the 1950s. The equestrian center stable and tack room does not meet any of the eligibility criteria for listing on the CRHR. Accordingly, removal of these features to construct the proposed parking lot at Rall Avenue would not result in significant impacts.

Equestrian Center Barn

The equestrian center barn is a rectangular shaped, wood-frame building with a monitor roof and moderate eave overhang. Six regularly spaced openings are positioned on the eastern and western facades. This architectural style suggests the stable was constructed during the mid-twentieth century, perhaps between the late 1940s and the 1950s. The equestrian center barn does not meet any of the eligibility criteria for listing on the CRHR. Accordingly, removal of the barn to construct the proposed parking lot at Rall Avenue would not result in significant impacts.

Caretaker's Residence (455 South Rall Avenue, La Puente)

The caretaker's residence is a two story, asymmetrical, vernacular building with hipped roof featuring composition tiles, closed eaves, and an interior-mounted brick chimney. The windows on this residence are a combination of sash and aluminum sliders. The building sits upon a concrete foundation. The caretaker's residence was constructed between 1946 and 1949. The caretaker's residence does not meet any of the eligibility criteria for listing on the CRHR. The project would not remove the caretaker's residence and no impacts would occur.

Residence (255 San Fidel Avenue, La Puente)

This residence is a story-and-a-half, single family residence with a cross-gable roof and slightly overhanging eaves. The front-facing gable displays an aluminum sliding window and louvered vent. Some one-over-one sash windows are also present on this building. A partial-width porch, covered by the principal roof, is supported by simple wooden posts. This stucco-covered residence sits upon a concrete foundation. Building records indicate this residence was constructed in 1951. Although not much information is known about the history of this residence, it does not appear to meet any of the eligibility criteria for listing on the CRHR. Accordingly, removal of the structure to expand the park entrance would not result in significant impacts.

Mitigation Measure CUL-1. The exterior rehabilitation of the Farm House shall adhere to the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings.* The exterior rehabilitation shall be conducted under the general direction of a qualified historic architect. In addition, the Farm House Visitor and Interpretive Center shall include interpretive displays describing the historic use of the site as a duck farm.

b) CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO §15064.5?

Less Than Significant Impact with Mitigation. A review of available archaeological literature, including site records, survey reports, and relevant historical maps was conducted at the SCCIC. The archival research indicated that one prehistoric resource has been previously recorded within ½ mile of the project area. The prehistoric resource designated as CA-LAN-136 is recorded as a 50 ft by 50 ft midden with associated human burials. The site was recorded by Chester King in 1967 when it was unearthed during construction activities. Artifacts recovered include pestles, a core, and bone rings. King hypothesized that the site was a Late Period village. The area was re-surveyed in 1983 by Matthew Boxt et al. who found no evidence of the site at that time. Because the site was recorded at a location approximately ¼ mile from the proposed project area, no impacts to it are anticipated from the proposed park development.

A cultural resources survey was conducted on December 13, 2006 to identify archaeological resources within the Phase 1 portion of the project area. One archaeological site was identified as a result of the survey and assigned the temporary designation of "Woodland Duck Farm Site". The site consists of a series of archaeological features related to the Woodland Duck Farm (circa. 1951 to 2001). Archaeological features were assigned the designation of "WDF" (Woodland Duck Farm) and numbered consecutively. Each feature was photographed and the site was recorded on appropriate Department of Parks and Recreation (DPR 523) forms. In addition, detailed descriptions of each feature are provided in the Woodland Duck Farm Cultural Resources Technical Report (Appendix C). All of the features described below would be removed as part of the park construction process.

Duck Farm Shed (Feature WDF-1)

Feature WDF-1 is the remains of a shed on the northern-most portion of the project area, approximately 70 meters south of the Valley Boulevard overpass and east of the San Gabriel River bank. This shed appears on a historic aerial photograph of the project area (historical aerial photographs: undated; presumed post-1968) and may have served as storage for the duck farm beginning in the 1950s. This single-story three-sided shed is of a wood frame construction with aluminum siding, cement floor and shed roof. The sides of the shed occupy only half of the cement slab, the remainder of which extends out from the open (east) side. Hinges are present on

along the walls of the open side suggesting doors may have once covered the opening. No indication of plumbing or electrical utilities was observed. The shed is presently unused and abandoned, is collapsing, and covered with graffiti.

Duck Farm Watering System (Feature WDF-2)

Feature WDF-2 is a series of cement-lined linear watering channels and outfalls or diversion boxes. Historic aerial photographs indicate the channels served to water duck flocks living on the farm. Portions of the watering channels were observed by archaeologists during the survey on the west side of I-605. The channels run parallel to one another and are oriented from roughly north to south, as depicted on the historic aerial photographs. Four outfalls or diversion boxes, likely used to manipulate the flow of water, were observed in association with the channels just north of the Proctor Street dirt road. One of the diversion boxes is marked with an inscription that reads "Mv DEC-1-58" - presumably the date of construction.

Duck Farm Well/Pump (Feature WDF-3)

Feature WDF-3 is a partially above ground well/pump feature. This feature consists of a cement pipe sunk into the ground, perpendicular to a cement slab, with associated interior and exterior metal piping. It is located to the north of the Proctor Street dirt road extension and west of I-605. It is probable that this feature is associated with the watering system recorded as WDF-2.

Duck Farm Foundations (Features WDF-4 through -13)

Features numbered WDF-4 through -13 are a series of foundations associated with the duck farm. The foundations numbered WDF-4 through -9 are of cement slab construction and are located southwest of the Valley Boulevard I-605 southbound on-ramp. These are reportedly the remnants of a complex of duck farm employee residences (personal communication, Frank Simpson December 12, 2006). These buildings are also visible on the historic aerial photographs of the duck farm. WDF-10 is a cement slab foundation located in close proximity to a watering channel and appears consistent with a duck barn or shed, many of which appear on the historic aerial photographs. It is located to the north of the Proctor Street dirt road extension and west of I-605. WDF-11 is a large irregularly shaped raised cement foundation with mechanical elements visible under the foundation floor. This feature is located directly across the Proctor Street dirt road opposite the garage building and may be the remnants of a duck farm processing facility or hatchery. WDF-12 is a cement slab foundation located north of the farm house, outside of the gates. This foundation is reportedly a remnant of an additional residence associated with the duck farm (personal communication, Frank Simpson, December 12, 2006). WDF-13 is a cement slab foundation located to the north of the equestrian center on the east side of the main dirt road in this area. There is no indication from the historic aerial photographs as to what purpose this former building may have served.

Historic research was conducted at the Los Angeles Public Library and the University of California, Davis. Reference materials related to poultry production, duck farming and the Woodland Duck Farm were searched. The historic research failed to reveal any connections the Woodland Duck Farm might have to important events or people (CRHR Criteria 1 and 2). As the Woodland Duck Farm site consists of remnants of buildings and structures that are dilapidated and in disrepair, the site has a very limited ability to reveal any characteristics of a distinctive type or style of construction (CRHR Criterion 3). For this same reason, the remnants of the duck farm site are unlikely to yield information important in history (CRHR Criterion 4). With the implementation of mitigation measure CUL-1 and CUL-2, impacts to archaeological resources would be less than significant.

Mitigation Measure CUL-2. In the event any archaeological materials other than building foundations or water conveyance channels, described herein, associated with the Woodland Duck Farm, are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be evaluated by a qualified cultural resources specialist (archaeologist) in accordance with the provisions of CEQA Section 15064.5. The archaeologist shall complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures.

c) DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OF UNIQUE GEOLOGIC FEATURE?

Less Than Significant Impact. Paleontological resources are remains of plants and animals, fossilized and predating human occupation. Paleontological resources are generally found in sedimentary rocks that have been uplifted, eroded or otherwise exposed. The project site consists of predominantly recent, unconsolidated alluvial material deposits by the San Gabriel River, which have low probability of containing paleontological resources. It is not located in an area of known paleontological resources. Therefore, impacts would be a less than significant, and no mitigation measures.

d) DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?

Less Than Significant Impact. No formal cemeteries or other places of human internment are known to exist on-site. However, as mentioned above, the nearby previously recorded archaeological site designated CA-LAN-136, is a prehistoric site containing human remains. With the implementation of mitigation measures CUL-2 and CUL-3, impacts to human remains would be less than significant.

Mitigation Measure CUL-3. If human remains are encountered on the property during grading activities, the Los Angeles County Coroner's Office shall be contacted and all activities in the vicinity of the discovery shall cease until appropriate disposition of the remains is determined.

4.6 GEOLOGY AND SOILS

WOULD THE PROJECT:

a) EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The project site is not located within a fault rupture zone or within a currently established Alquist-Priolo Earthquake Fault Zone (California Geological Survey, 1999). There are no active faults that traverse the project site. Several potentially active faults are located in the project vicinity: Newport-Inglewood, Raymond, Los Alamitos, Whittier-Elsinore, Sierra Madre-San Fernando, and San Gabriel faults, but these are located more than two miles from the site (County of Los Angeles, 1990). Therefore, ground rupture due to fault movement is not anticipated. The impact would be less than significant, and no mitigation measures are required.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Southern California is a seismically active region and prone to earthquakes, which may result in hazardous conditions to people within the region. Earthquakes and ground motion can affect a widespread area. The potential severity of ground shaking depends on many factors, including distance from the originating fault, the earthquake magnitude, and the nature of the earth materials below the site. The most serious impacts associated with ground shaking would occur if the structures were not properly constructed according to seismic engineering standards. As such, all proposed project structures would be retrofitted in accordance with the California Building Code, the Uniform Building Code, and all other applicable County, state, and federal codes relative to seismic criteria. For this project, the existing farm house would be renovated and seismically upgraded and no new habitable structures would be developed. Compliance with existing regulations would ensure that neither people nor structures are exposed to potential adverse effects from fault rupture and strong seismic ground shaking. Impacts would be less than significant, and no mitigation measures are required.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is the process in which sediments below the water table temporarily lose strength and behave as a liquid rather than a solid. Liquefaction generally occurs in sand and silts in areas with high groundwater levels. Due to the presence of loose alluvium materials deposited by the San Gabriel River, the project site falls within a liquefaction hazard zone as mapped by the California Geological Survey (CGS, 1999). All project structures would be retrofitted in accordance with the California Building Code, Uniform Building, Los Angeles County Building Code, and all other applicable County, state, and federal codes relative to liquefaction criteria. For this project, the existing farm house would be renovated and seismically upgraded to meet all relevant engineering codes and requirements, including those related to soil stability, and no new habitable structures would be developed. Compliance with existing regulations would ensure a less than significant impact, and no mitigation measures are required.

iv) Landslides?

No Impact. The project site is not located within an area identified by CGS as having the potential for earthquake-induced landslides (1999). The County has not designated the project site or the surrounding areas as a landslide hazard area (1990). In addition, the project site is not within an area identified as having a potential for seismic slope instability (CGS, 1999). There are no known landslide areas near the project site, nor is the project site in the path of any known potential landslides (County of Los Angeles, 1990). The proposed project site has a relatively flat topography, which precludes both landslide problems and lurching. Impacts related to landslides would not occur, and no mitigation measures are required.

b) RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?

Less Than Significant Impact. Soil erosion is the process whereby soil materials are worn away and transported to another area either by wind or water. Rates of erosion can vary depending on the soil material, structure, and placement by human activity. The relatively flat nature of the proposed project site precludes it from being readily susceptible to erosion. However, some project features would result in ground surface disruption that could create the potential for erosion to occur. As required by the Environmental Protection Agency (EPA) and the Los Angeles Regional Water Quality Control Board (LARWCQB), the construction contractor would prepare and comply with a Storm Water Pollution Prevention Plan (SWPPP) (Clean Water Act, 2002). This plan is required as part of the NPDES permit for discharge of storm water associated with construction activities on sites greater than one acre (EPA, 2006). Adherence to existing regulations and implementation of standard construction BMPs in the SWPPP would reduce the potential for soil erosion during construction. Once construction is complete, disturbed surfaces

would be stabilized through vegetation or pavement. Impacts would be less than significant, and no mitigation measures are required.

c) BE LOCATED ON A GEOLOGICAL UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION OR COLLAPSE?

Less Than Significant Impact. The project site is located on a geological unit or soil that could become unstable during a seismic event. As described above, the project site falls within a liquefaction hazard zone as mapped by CGS (1999) and is in an area known for unstable soils. As such, all project structures would be constructed or retrofitted in accordance with the California Building Code, Uniform Building, Los Angeles County Building Code, and all other applicable County, state, and federal codes. For this project, the existing farm house would be renovated and seismically upgraded to meet current code requirements, including those related to soils stability, and no new habitable structures would be developed. Land subsidence is caused by activities that contribute to the loss of support materials within the underlying soils, such as the overdraft of an aquifer. The proposed project would not withdraw groundwater under the project site; rather, irrigation supply and potable water would be provided from existing municipal sources. Thus, the potential for subsidence is considered low. Compliance with existing regulations would ensure a less than significant impact, and no mitigation measures are required.

d) BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?

Less Than Significant Impact. Expansive soils generally result from soils such as clay, claystone, and shale, which expand when saturated and shrink in volume when dry. Expansive soils can cause cracking and damage in paved surfaces, building walls, and foundations. Thirty-four soil borings were advanced on the proposed project site as part of an Environmental and Hydrogeological Assessment Report prepared in 2003. The soils encountered on the project site were found to consist of silty sand, sand, clayey silt, silt, sandy silt, and lenses of clay (Kleinfelder, 2003). Cross-sections of the site prepared for the repot show that the majority of the sediment beneath the site is sandy material, which would not be considered expansive. In addition, the silt-containing layers and minor amounts of clay lenses are at depth and would not be directly in contact with any proposed structures. All structures would be designed and constructed in accordance with the California Building Code, Uniform Building, Los Angeles County Building Code, and all other applicable County, state, and federal codes. As such, no impacts from expansive soils would occur as a result of implementation of the proposed project.

e) HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTEWATER?

No Impact. The proposed project is currently connected to the County's sanitary sewer system. A septic tank or alternative wastewater disposal system would not be required. Thus, no impacts would occur.

4.7 HAZARDS AND HAZARDOUS MATERIALS

WOULD THE PROJECT:

a) CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?

Less Than Significant Impact. Construction and operation of the proposed project would not require extensive or on-going use of acutely hazardous materials or substances. Construction activities would be short-term and one-time in nature, and would involve the limited transport, storage, use, or disposal of hazardous materials. Some examples of hazardous materials handling include fueling and servicing construction equipment on-site, and the transport of fuels, lubricating fluids, and solvents. These types of materials, however, are not acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control (DTSC), EPA, the Occupational Safety & Health Administration (OSHA), the Los Angeles County Fire Department, and the Los Angeles County Health Department. Adherence to the regulations set forth by these organizations would reduce the potential for hazardous materials impacts to less than significant levels.

As with the current operations of the project site, operation of the Duck Farm project would not include the transport, use, or disposal of hazardous materials. The occasional use of hazardous materials could include paints, aerosol cans, cleaning agents (solvents), automotive supplies (bi-products), and pesticides and herbicides. These types of materials are not considered acutely hazardous and would be used in limited quantities. All hazardous materials used at the proposed project site would be used, stored, handled, and disposed of in accordance with local, state, and federal laws that protect public safety. Additionally, the proposed project would have adequate facilities for storing these types of materials. Adherence to the regulations set forth by local, state, and federal agencies would reduce the potential for hazardous materials impacts to a less than significant level. No mitigation measures are required.

b) CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?

Less Than Significant Impact with Mitigation Incorporation. Previous uses, as well as past environmental investigations of the project site have indicated the potential for soil and groundwater contamination. Cape Environmental, Inc. collected and analyzed 24 soil gas and 27 soil samples, as well as groundwater samples from two water supply wells on-site as part of a Phase II Site Assessment. Analysis of groundwater samples indicated the presence of PCE in excess of California maximum contaminant levels. The source of the PCE is believed to be from the San Gabriel Valley Superfund site, and not as a result of activities associated with former or current uses of the project site. Grading activities associated with the proposed project are not anticipated to extend below five feet and perched groundwater levels beneath the site occur at a depth of approximately 14 to 20 feet (Kleinfelder, 2003). As such, construction would not encounter contaminated groundwater and no impact would occur from the release of hazardous materials into the environment via contact with contaminated groundwater.

The soil gas analysis found very low concentrations of toluene, PCE, and MtBE in five samples collected. However, MtBE detections were determined to have resulted from improper collection and handling of the sample. In addition, locations with elevated levels of toluene and PCE were further investigated with soil samples, which did not detect these contaminants to depths of up to 11 feet, indicating contaminants are not present in shallow subsurface soils (Cape, 2001a). Soil samples indicated elevated levels of diesel fuel contamination in the vicinity of a diesel aboveground storage tank (AST) and a diesel drum storage area. All other contaminant concentrations were non-detect or well below thresholds established for California (Cape, 2001a).

Following the Phase II report, the diesel AST was removed and soil beneath the location was excavated and five soil samples were collected from the walls and bottom of the excavation to be tested for diesel contamination. Elevated diesel concentrations were detected in two of the samples (Cape, 2001b). The excavation was extended in these locations and additional samples were collected, which confirmed the complete removal of contamination. In addition, soil within the vicinity of the diesel drum storage area was excavated and four samples were collected which were analyzed for diesel contamination. Elevated levels were detected in one sample and the area was excavated further. Samples collected from the extended excavation were non-detect for diesel contamination, confirming that all diesel contamination was removed from the site (Cape, 2001b). Accordingly, impacts associated with the release of hazardous materials into the environment via contact with diesel-contaminated soils would be less than significant.

Analysis of additional soil samples collected as part of the 2003 Kleinfelder report indicated elevated levels of beryllium, lead, and cadmium in excess of background levels (beryllium was

detected in sample H5, located in the western center of the site and lead was detected in sample E6, located west of the former warehouse/hatchery; both locations are shown in Appendix D). The report recommended that areas of soil impacts with beryllium, lead, and cadmium be further defined and the soil removed, transported, and disposed of or treated in accordance with applicable California regulations for hazardous waste (Kleinfelder, 2003). Not all of the potentially contaminated soils have not been removed from the project site, as recommended (URS, 2003). Accordingly, impacts associated with the release of hazardous materials into the environment via contact with beryllium-, lead-, or cadmium-impacted soils would be potentially significant. With implementation mitigation measures HAZ-1 and HAZ-2, contaminated soils shall be re-sampled and analyzed. These soils shall be removed if concentrations are detected above acceptable levels (URS, 2003).

Surveys for asbestos-containing materials (ACM) and lead-based paints (LBP) have been conducted for the farm house (Cape, 2001c). No LBP was encountered; however, ACMs were encountered in the linoleum flooring and mastic, HVAC ducting, and roofing materials. The proposed project would involve the removal of one WCA-owned residential structure on Proctor Street, which may also have been constructed with ACM and LBP. In accordance with the SCAQMD Rule 1403, this building would also be tested for ACM and all ACM that would be disturbed in these two buildings would be abated prior to the start of demolition. Mitigation measure HAZ-3 is provided to ensure that LBP surveys are also conducted for this house and that proper disposal methods are employed. As such, impacts related to the release of hazardous materials into the environment via contact with ACMs or LBP would be less than significant for the proposed project (URS, 2003).

As discussed in Section 4.7, the project would be required to develop a SWPPP. As such, all hazardous materials required for construction of the proposed project, including fuels and lubricants, would be storage and used in accordance with BMPs established in the SWPPP. Accordingly, impacts associated with the release of hazardous materials into the environment would be less than significant for the proposed project.

Mitigation Measure HAZ-1. The site manager and equipment operators shall survey the work area at the beginning of each workday and routinely throughout each day during soil excavation and grading activities to check for the presence of potentially impacted soil and contaminant sources. Hydrocarbon-impacted soils can be identified in the field (1) by a petroleum odor, (2) by a darker appearance than surrounding soil, and (3) through screening with an organic vapor analyzer (OVA) or other field equipment. Equipment operators, management, and other field personnel shall be notified of any potential impacted soils and contaminant sources within the work area. These areas shall be clearly marked.

If contaminated soils are encountered during construction, operations shall be stopped in the vicinity of the suspected impacted soil. Surface samples shall be analyzed using appropriate

collection and sampling techniques. Once an area of contamination is identified, soils shall be segregated, sampled, and tested to determine the appropriate disposal and treatment options. If the soils exceed the applicable screening criteria established by the RWQCB or are classified as hazardous (according to RCRA and CCR Title 22), soils shall be hauled to a Class I landfill or other appropriate soil treatment and recycling facility.

Mitigation Measure HAZ-2. Prior to the start of construction, the soils where beryllium and lead were detected shall be re-sampled and analyzed. Specifically, beryllium and lead impacted soils have been identified in the east-central portion of the site and to the east of the former warehouse/hatchery, respectively (see Appendix D). If elevated levels are detected, all contaminated soils shall be removed from the proposed project site. Surface samples shall be analyzed using appropriate collection and sampling techniques. Once an area of contamination is identified, soils shall be segregated, sampled, and tested to determine the appropriate disposal and treatment options. If the soils exceed the applicable screening criteria established by the RWQCB or are classified as hazardous (according to RCRA and CCR Title 22), soils shall be hauled to a Class I landfill or other appropriate soil treatment and recycling facility.

Mitigation Measure HAZ-3. Prior to demolition, the house on Proctor Street shall be surveyed for lead based paints by a licensed professional. All tests shall be conducted in accordance with generally accepted laboratory principles and practices. A report shall be prepared by the licensed professional, which provides recommendations for removal of materials contaminated with lead-based paints. Any demolition involving the listed components shall be removed and disposed of by a licensed contractor with experience in lead-based paint abatement or removal work.

c) EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?

Less Than Significant Impact with Mitigation Incorporation. Andrews Elementary School and Don Julian Elementary School are located east of the project site in Avocado Heights. Mountain View High School and Madrid Middle School are located on the western bank of the San Gabriel River within one-quarter mile of the project site. However, the proposed project would not emit any hazardous emissions. The use of hazardous materials during project operation, as discussed above, would be generally include paints, aerosol cans, cleaning agents (solvents), automotive supplies (bi-products), and pesticides and herbicides. These types of materials are not considered acutely hazardous and would be used in limited quantities. As with the current operations of the project site, operation of the Duck Farm project would not include the transport, use, or disposal of hazardous materials. All hazardous materials used at the proposed project site would be used, stored, handled, and disposed of in accordance with local, state, and federal laws that protect public safety. Additionally, the proposed project would have adequate facilities for storing these types of materials.

Storm water treatment wetlands are generally designed to continuously circulate the water using a pump. However, in some areas such as the freshwater marsh, water may become stagnant for extended periods of time due to the presence of wetland vegetation. These storm water wetlands have the potential to create mosquito-breeding conditions. In addition, wetlands can attract wild birds and increase interactions between mosquitoes and wild birds, which are hosts for mosquito-borne viruses that can be transmitted to humans. To reduce impacts on public health due to mosquitoes and mosquito-borne disease, implementation of mitigation measures HAZ-2 is required as part of the project. Impact would be less than significant with implementation of mitigation.

Mitigation Measure HAZ-4. Project plans and designed shall be submitted to the San Gabriel Valley Municipal Vector Control District for review and comment with respect to control of mosquito and other vectors. Upon consultation with the vector control district, appropriate vector management measures shall be incorporated into the project design. Potential management measures include the following:

- Design to minimize and/or provide periodic removal of vegetation on bank slopes and periphery of water bodies to minimizes areas of stagnant water.
- Design and/or manage to optimize water depths and flow pattern. For mosquito control, maintain water depths and encourage/provide water circulation. For blackfly control, minimize aeration of flowing water. If necessary, design water features to allow for periodical drying to desiccate vector larvae.
- Work with the vector control district to stock ponds and other permanent water features with mosquitofish as needed.
- Provide site access (e.g., dikes with access roads or trails) to potential breeding areas for maintenance (e.g., vegetation removal) and treatment (e.g., application of Bti or other larvicides). Install nesting or roosting boxes to attract insectivorous bats and/or birds (natural predators of mosquitoes).
- Regularly consult with the vector control district to identify mosquito management problems, mosquito monitoring and abatement procedures, and opportunities to adjust water and vegetation management practices to reduce mosquito production.
- Incorporate funding for vector management activities into project funding or develop a plan for securing a reliable funding source for vector management activities.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. A search of available environmental records was conducted in compliance with the requirements of ASTM Standard Practice for Environmental Site Assessments, to determine the locations of any hazardous material sites in the project area was conducted as part of the SGRCMP. The search revealed that the proposed project site (the project site and two other parcels) is not listed as a hazardous waste site. As discussed above, Phase I and Phase II Environmental Site Assessments were conducted for the project site and subsequent soil remediation activities were completed during the land acquisition process. Accordingly, no impacts related to hazardous materials sites would occur, and no mitigation measures are required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The project site is not located within a two-mile radius of any airport land use plan or public airport. Therefore, the proposed project would not result in any increase in safety hazards in the project area. No impacts would occur, and no mitigation measures are required.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The project site is not located within a two-mile radius of any private airstrip. As such, the proposed project would not result in an airplane safety hazard for people residing or working in the project area. No impacts would occur, and no mitigation measures are required.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed project would not interfere with any current emergency response plans or emergency evacuation plans for local, state, or federal agencies. Access to all local roads would be maintained during construction and project operation. Any emergency procedures or design features required by local, state, and federal guidelines would be implemented during construction and operation of the proposed project. Further, the proposed

project includes upgrades to the existing site access to allow for better access by emergency response vehicles. As discussed in Section 2, the proposed project includes improvements to the maintenance road to accommodate emergency vehicles and SCE maintenance equipment. The proposed project would not restrict access to any SCE electrical facilities on-site. All proposed access upgrades would be reviewed and approved by the Los Angeles County Fire Department prior to the initiation of construction activities. Impacts would be less than significant, and no mitigation measures are required.

h) EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?

Less Than Significant Impact. The project site is located in an open space area along the San Gabriel River. The proposed project site is not located within a Wildfire Hazard Area as identified within the Safety Element of the County of Los Angeles General Plan (1990). However, in accordance with existing regulations, the proposed project would be required to ensure that adequate fire flows are available in the event of a fire on the project site. The proposed project would also feature a constructed wetland and other water features that would minimize the potential for wildland fires. Impacts related to wildland fires would be less than significant, and no mitigation measures are required.

4.8 HYDROLOGY AND WATER QUALITY

WOULD THE PROJECT:

a) VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?

Less Than Significant Impact with Mitigation Incorporation. Implementation of the proposed project would not violate water quality standards and waste discharge requirements. The proposed project may create additional sources of non-point source or "storm water" pollution from vehicular-related contaminants washing into the drainage system during wet weather. The proposed project would be constructed on a partially vacant lot in a residential, commercial, and industrial area that is already developed and producing non-point-source pollutants. In addition, as described in Section 4.6(b) above, new construction includes grading and other construction activities that could cause deterioration of water quality. Projects greater than 1 acre in size are required to obtain a NPDES permit. Projects that include parking for more than 25 vehicles are required to develop and implement a SWPPP. Specific requirements include, but are not limited to, the following:

- Prepare and implement a sediment and erosion control plan that follows the BMPs outlined by the State Water Resources Control Board to comply with the Storm Water Construction Activities General Permit;

- Develop and implement a SWPPP, with BMPs for new construction, as required by LARWQCB NPDES regulations;

- Discharge water accumulated within the construction excavation pits in accordance with BMPs and a dewatering plan that must be developed and approved prior to construction as part of the NPDES General Construction Stormwater Permit;

- Prevent construction-related sediment flows from entering storm drainage systems by constructing temporary filter inlets around existing storm drain inlets prior to the stabilization of construction site areas; and

- Develop and implement BMPs in accordance with the San Gabriel River metals and selenium TMDL (Total Maximum Daily Load) standards.

Implementation of these BMPs would reduce potential impacts related to water quality standards during construction. With implementation of these storm water management requirements, construction impacts would be less than significant.

Operation of the proposed project is not anticipated to violate any water quality standards or waste discharge requirements, or exceed the capacity of the storm drain system. The proposed project includes a constructed wetland to retain, filter, and cleanse storm water runoff on-site. The proposed drainage system would be designed utilizing sustainable design methods and would not exceed existing outflow conditions. Constructed wetlands, vegetated swales, and bio-swales would be created on-site to reduce runoff velocities, encourage habitat, and remove storm water contaminants. Operation of storm water collection and treatment on-site would eliminate the storm water pollutants that are currently discharged in to the San Gabriel River. In addition, revegetation of currently unimproved surfaces prone to erosion would reduce the sediment load in storm water runoff or increase on-site percolation of runoff. These would be beneficial impacts of implementing the proposed project. Because the proposed project involves revegetation and habitat restoration and the removal of exotic plants, pesticides and herbicides could be used on-site. With incorporation of mitigation measure HYDRO-1, the use of chemicals would be limited to approved herbicides and pesticides to prevent releases of these chemicals into the San Gabriel River through storm water runoff. With implementation of the SUSMP BMPs and mitigation measure HYDRO-1, impacts to water quality would be less than significant.

Mitigation Measure HYDRO-1. For activities involving landscaping, habitat restoration, and/or removal of exotic plant species, the WCA shall select biological or non-chemical means of

controlling exotics and pests unless not feasible because biological or non-chemical controls are not readily available for the specific exotics to be controlled. If chemical pesticide or herbicide use is necessary, compounds that are less persistent in the environment shall be selected, and application shall be conducted in accordance with manufacturers' recommendations and general standards of use (e.g., restricted application before and during rain storms).

b) SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED USES FOR WHICH PERMITS HAVE BEEN GRANTED)?

Less Than Significant Impact. Potable water used at the project site would be supplied by the existing water main connection to the project site. No direct removal of well water is anticipated as part of the project. Some storm water collected at the project site would infiltrate into the ground; however, most of the wastewater and storm water would be reused on-site for non-potable water purposes (e.g., landscape irrigation). Implementation of this system would reduce the demand for water by reusing treated water on the project then allow it to percolate into the underlying groundwater basin. Thus, the proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge. Impacts to groundwater recharge would be less than significant.

c) SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?

Less Than Significant Impact. The proposed project would increase the amount of impervious surface area on the site, and decrease the amount of exposed soil, thus altering the site's drainage pattern. The proposed drainage system would be designed utilizing sustainable design methods and would not exceed existing outflow conditions. Constructed wetlands, retention areas, and bio-swales would be created on-site to reduce runoff velocities, encourage habitat, and remove storm water contaminants. Operation of storm water collection and treatment on-site would reduce the amount of storm water pollutants that are currently discharged in to the San Gabriel River. In addition, revegetation of currently unimproved surfaces prone to erosion would reduce the sediment load in storm water runoff or increase on-site percolation of runoff. Since the rate and quantity of runoff from the site would not increase as a result of the proposed drainage features, impacts would be less than significant. No mitigation measures are required.

d) SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF-SITE?

Less Than Significant Impact with Mitigation Incorporation. The site is relatively flat throughout. Drainage from the site currently flows south to west to the San Gabriel River along the western boundary of the project site. As described above, the site would be graded and revegetated so that runoff from the site would flow into the drainage features. Constructed wetlands, retention areas, and bio-swales would be created on-site to reduce runoff velocities, encourage habitat, and remove storm water contaminants. These drainage features would reduce the rate and volume of water discharged into the San Gabriel River and would avoid contributing to the flooding of downstream areas. During construction, the construction contractor would prepare and comply with a SWPPP to control the discharge of storm water associated with construction activities in accordance with existing regulations. Adherence to existing regulations and implementation of standard construction BMPs in the SWPPP would reduce the potential for flooding during construction. Therefore, impacts would be less than significant.

e) CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORM WATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?

No Impact. As discussed above, the proposed storm water drainage features would minimize the quantity and reduce the volume of storm water runoff on the project site. All runoff from the project site would be contained on-site and would not discharge into the existing storm drain system in the area. No impacts would occur, and no mitigation measures are required.

f) OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?

Less Than Significant Impact with Mitigation Incorporation. The proposed project would result in an increase of impervious surface area on the site. Additionally, the surface parking lots would result in additional sources of non-point source or "stormwater" pollution from vehicular-related contaminants washing into the drainage system during wet weather. Construction of the proposed project would include grading and other construction activities that could cause deterioration of water quality. However, construction and operation of the proposed project would comply with NPDES regulations, a SWPPP would be prepared, construction BMPs would be incorporated into the proposed project, and the proposed project includes BMPs to reduce filter operational runoff and contain it on-site. Post-construction BMPs addressing TMDLs would also be implemented. Because the project would result in more than 25 parking spaces, the WCA would also be required to comply with the SUSMP for Los Angeles County. Compliance with these regulations and standards and incorporation of mitigation measure HYDRO-1 above

would mitigate potential impacts related to surface and groundwater water quality to a less than significant level.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project includes construction and operation of park facilities. It does not include any housing. As such, it would not involve placement of housing within a 100-year flood hazard area. No impacts would occur, and no mitigation measures are required.

h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. The project site is not located within the Federal Emergency Management Agency (FEMA) 100-year flood hazard area and is not subject to inundation during large storm events. In addition, the proposed project involves the restoration of riparian habitat along the river's edge that would act as a natural buffer and filter in the event of a flood. No new structures are proposed, including residential uses. Thus, the proposed project would not place housing or new structures within a 100-year flood hazard area. No impacts would occur, and no mitigation measures are required.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. As described above, the project site is not located within a 100-year flood plain. As such, the project does not have the potential for flooding during a large storm event. In addition, the proposed project involves the restoration of riparian habitat along the river's edge that would act as a natural buffer and filter in the event of a flood. No impact would occur, and no mitigation measures are required.

j) Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. Due to the distance of the project site to the Pacific Ocean (approximately 30 miles west of the project site) and the numerous structures between the project site and the ocean, there is virtually no risk of on-site hazard due to tsunamis (seismically-induced waves). The closest water body to the project site is Legg Lake, which is located approximately 2.8 miles west of the project site. Due to the distance to the nearest enclosed water body, the project site is not at risk of inundation due to a seiche. The project site is located along the east bank of the San Gabriel River, which is subject to mudflows. Due to the topography of the

project site and the protection provided by the engineered San Gabriel River channel, it is unlikely that mudflows would reach the expose people or structures to significant risk of loss or injury involving inundation by mudflow. Impacts from inundation of a tsunami, seiche, or mudflow would be less than significant, and no mitigation measures are required.

4.9 LAND USE AND PLANNING

WOULD THE PROJECT:

a) PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?

No Impact. The proposed project site is characterized by vacant land, electric power lines, a farm house, and an equestrian facility. There are no residential uses within the project site and no roadways would be closed as a result of the project. Development of the duck farm site as a park would serve the community and the surrounding area, and would not divide any established community. No impacts would occur, and no mitigation measures are required.

b) CONFLICT WITH ANY APPLICABLE LAND USE PLAN, POLICY, OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING, BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, LOCAL COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?

Less Than Significant Impact. The project site is designated Open Space and Low Density Residential (1 to 6 units per acre) by the County of Los Angeles General Plan Avocado Heights Land Use Plan (2003). The project site is zoned Open Space (O-S), Light Agricultural (A-1), and Heavy Agricultural (A-2) (County Assessor's Office, 2006). The O-S zone was established to provide for the preservation, maintenance, and enhancement of natural resources. Permitted uses in the O-S zone include camping, picnic areas, and trails for hiking and riding. These uses are permitted as long as the area remains relatively unimproved. Uses requiring a Conditional Use Permit (CUP) in the O-S zone include parks, playgrounds, and facilities. As such, the proposed project seeks a CUP to allow active recreational facilities. Permitted uses in the A-1 zone include riding and hiking trails. Uses permitted in the A-2 zone include water reservoirs, dams, treatment plants, and other uses associated with storage and distribution of water. The proposed project includes trail enhancements, constructed wetlands, habitat restoration and landscaping, signage, and passive recreational amenities. These uses are generally compatible and consistent with the Open Space and Low Density Residential land use designations. Therefore, the project would not conflict with the applicable land use plan. Impacts would be less than significant, and no mitigation measures are required.

c) CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?

No Impact. As discussed in Section 4.4(f), there is no adopted habitat conservation plan or natural community conservation plan applicable to the project site. The proposed project site is not located within County designated SEA. As such, the proposed project would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. No impacts would occur, and no mitigation measures are required.

4.10 MINERAL RESOURCES

WOULD THE PROJECT:

a) RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?

No Impact. As stated above, the project site is not designated as being within a mineral resources area (County Department of Regional Planning, 1993); the site is zoned Open Space (O-S), Light Agricultural (A-1), and Heavy Agricultural (A-2) (County Assessor's Office, 2006). The proposed project would result in the construction of park facilities on the site, and it would not result in the loss of significant minerals. No impacts would occur, and no mitigation measures are required.

b) RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN OR OTHER LAND USE PLAN?

No Impact. There are no known mineral deposits of economic importance underlying the project site (County Department of Regional Planning, 2006a). Development of the proposed project would not result in the loss of availability of any locally known mineral resource. No impacts would occur, and no mitigation measures are required.

4.11 NOISE

WOULD THE PROJECT RESULT IN:

a) EXPOSURE OF PERSONS TO OR GENERATION OF NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?

Construction Noise

Applicable Regulations

The project site is located on unincorporated County land owned by the WCA. Construction noise in the County is governed by Section 12.08.440 of the County Code, Construction Noise, identified as the Noise Control Ordinance.

Hours of Construction

Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, such that the sound there from creates a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance issued by the health officer is prohibited.

Noise Levels

The Noise Control Ordinance includes noise level standards for both short-term, defined as less than 10 days, and relatively long-term construction, which is 10 days or more.

The contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in the following schedule:

1. At Residential Structures.

    a. Mobile Equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment:

	Single-family Residential	Multi-family Residential	Semi-residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75 dBA	80 dBA	85 dBA

	Single-family Residential	Multi-family Residential	Semi-residential/ Commercial
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60 dBA	64 dBA	70 dBA

b. Stationary Equipment. Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment:

	Single-family Residential	Multi-family Residential	Semi-residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	60 dBA	65 dBA	70 dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	50 dBA	55 dBA	60 dBA

2. At Business Structures.

Mobile equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation of mobile equipment: Daily, including Sunday and legal holidays, all hours: maximum of 85 decibels (dBA).

General Requirements

All mobile or stationary internal-combustion-engine powered equipment or machinery shall be equipped with suitable exhaust and air-intake silencers in proper working order.

Sensitive Noise Receptors

Noise-sensitive receptors are generally considered humans engaged in activities, or utilizing land uses, that may be subject to the stress of significant interference from noise. Land uses often associated with sensitive receptors include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, concert halls, houses of worship, and libraries. On the northwest side of the park site, the closest sensitive receptors are residences on the west bank of the San Gabriel River, at a distance of approximately 600 feet from the park boundary. On the southeast side of the park, there are residences adjacent to some of the park boundary. These homes are on South Ramada Avenue, South San Fidel Avenue, and South Rall Avenue, and are located from approximately 150 to 400 feet from I-605.

Existing Noise Environment

The dominant noise source in the site area is vehicle traffic on I-605. Noise measurements were taken in the project area on December 21, 2006 between 10:00 a.m. and 5:00 p.m. On the northwest side of the freeway the average noise levels, L_{eq}, at approximately 100 and 200 feet

from the road were 70 and 66 dBA L_{eq}, respectively. On the southeast side of the freeway, there is noise barrier along the edge of the freeway to reduce noise to the adjacent property. Noise measurements were taken at four locations near the residences on the southeast side of the park site, with average noise levels ranging from 62 to 66 dBA L_{eq}. One noise measurement, in the existing equestrian area, approximately 50 feet from I-605, was approximately 77 dBA L_{eq}.

Equipment Noise

Construction noise levels at and near the proposed project would fluctuate depending on the particular type, number, and duration of use of various pieces of construction equipment. Table 4-6 shows noise levels associated with various types of construction related equipment at 50 feet from the noise source compiled by the Federal Transit Administration (2006). The list was used in this analysis to estimate construction noise from the project.

Table 4-6
Typical Construction Equipment Noise Emission Levels

Equipment	Typical Noise Level 50 feet from source (dBA)
Backhoe	80
Compactor	82
Crane, Mobile	83
Dozer	85
Generator	81
Grader	85
Loader	85
Paver	89
Truck	88
Source: Federal Transit Administration 1995.	

Noise Impacts

Less Than Significant Impact with Mitigation Incorporation. The magnitude of construction noise impacts depends on the type of construction activity, the noise level generated by various pieces of construction equipment, the distance between the activity and noise sensitive receivers, and any shielding effects that might result from local barriers, including topography. The loudest noise during construction generally occurs during grading activities. Simultaneous operation of a backhoe, truck, and loader would result in a combined maximum noise level of 90 dBA at 50 feet. The average noise level would be less than the maximum noise level because the equipment does not operate continuously at full power. For grading equipment, a typical utilization factor is 40 percent. The equipment would not be stationary, but would move from one location to another. Consideration of the utilization and location factors results in a typical average grading noise level of 75 to 80 dBA L_{eq}. Construction equipment noise is considered as a point source that attenuates at a rate of 6 dBA per doubling of distance over hard surfaces, such as paving or water, up to 7.5 dBA over soft surfaces, such as shrubbery.

On the north side of the park, with the closest receptors at a distance of approximately 600 feet, construction noise levels would be less than 60 dBA L_{eq}, and would not exceed either the short-term or long-term standards of the County noise ordinance. On the east side of the park, where most grading would occur at distances of 50 to 250 feet from the existing residences, the noise levels could infrequently exceed the 75 dBA short-term noise standard, and could often exceed the 60 dBA long-term standard.[1] Exceeding the standards would be a significant impact. In order to reduce the impact to a less than significant level, mitigation measures NO-1 through NO-4 would be required.

Operational Noise

Noise – Land Use Compatibility

Applicable Standards

The County General Plan Noise Element does not contain noise-land use compatibility standards. The City of Los Angeles General Plan Noise Element noise-land use compatibility guidelines for playgrounds and neighborhood parks state that a noise level of 65 dBA Community Noise Equivalent Level (CNEL) is on the borderline of Normally Acceptable and Normally Unacceptable, and that a noise level of 70 dBA CNEL is Normally Unacceptable. The City guideline is based on the State of California 1990 General Plan Guidelines, and is similar to many other jurisdictions. CNEL is a 24-hour weighted average with sensitivity for evening and nighttime noise levels. As such, CNEL is not an appropriate standard for land uses that are daytime only, such as parks and schools.

A more appropriate standard is that used by the Federal Highway Administration and the California Department of Transportation (Caltrans). The standard is based on the loudest typical daily hour and is described in the Caltrans Traffic Noise Protocol (Caltrans, 2006). The standard, called the Noise Abatement Criterion, or NAC, for parks is 67 dBA L_{eq}. If noise levels approach or exceed the standard, then there is a traffic noise impact. "Approach" is defined as one dBA. Therefore, the impact standard is 66 dBA L_{eq} for the loudest hour. Further, Caltrans does not consider abatement for areas that are not characterized by frequent human use, which has been interpreted as where persons would be likely to stay for one hour or more.

Impacts

Less Than Significant Impact with Mitigation Incorporation. Development of the park topography and landscaping would affect future noise levels. The project would result in dense

[1] The ambient noise level at the residences on the east side of the park is greater than the 60 dBA long-term standard. There is no section of the noise ordinance to address this situation; however, it is common in other jurisdictions to allow project-generated noise up to the level of the ambient noise.

plantings at the freeway edge on the north parcel and as part of the riparian corridor, which would abate some of the traffic noise to the sections of the park further north. Thus, except for activity areas planned near I-605, the north parcel park use would be compatible in the noise environment. An exception is the visitor center, which is located approximately 100 feet from the freeway. The visitor center would host educational activities, where high noise levels would impact the function of the facility. Therefore, mitigation measure NO-5 would be incorporated into the project to reduce the noise-land use compatibility impact to less than significant.

On the east side of the park, the new uses where there would be frequent human use would be the neighborhood park and children's playground area. These areas would be located where noise measurements indicate that noise levels would not exceed 66 dBA L_{eq}. Therefore, the use would be compatible, and the impact would be less than significant.

Noise Generated on the Project Site

Less Than Significant Impact. The noise level generated by the normal operation at the visitor center and passive recreational areas on the north side of the park would not result in a significant increase in the ambient noise levels, nor are there sensitive receptors near the north parcel that would be affected. On the east parcel, equestrian noise would be similar to the present equestrian noise. Noise generated in the neighborhood park and play area would not be likely to exceed existing ambient noise levels, but would be of a different character than the ambient traffic and equestrian noise. However, the park and play area would not be immediately adjacent to residences. Due to the ambient traffic noise and the distance between the park and play areas and the residences, the noise impact would be less than significant. The proposed dog park would be located at least 100 feet from the nearest residence, and would be a potential source of annoying noise both in the character of the noise and the potential for noise. However, operation of the dog park would be limited to the hours of operation of the play areas and other park facilities and would not be operational during the noise sensitive hours. Further, noise from the dog park would not be audible above the existing ambient noise levels. Parking lots would also be located adjacent to residences. The noise of cars entering and leaving the lots, closing doors, and movement of people would not generate noise greater than existing daytime traffic noise. No noise-generating stationary sources are anticipated for the project. Therefore, the impact would be less than significant, and no mitigation measures are required.

Noise Generated off the Project Site

Less Than Significant Impact. The proposed project would generate, at the most, 37 vehicles during the morning peak hour (Fehr & Peers 2006 and Section 4.15 of this document). This volume, less than one vehicle per minute would result in a negligible noise increase to receptors

adjacent to the roadways used for park access and egress. The impact would be less than significant.

Mitigation Measure NO-1. The construction contractor shall equip all construction equipment with properly operating mufflers or other noise reduction devices.

Mitigation Measure NO-2. The WCA shall notify residences immediately adjacent to the construction site (e.g., via flyers). The notifications, by standard mail, shall be delivered at least two weeks prior to the start of work. The notification shall advise that there will be loud noise and potentially perceived vibration associated with the construction, and shall state the date, time, and planned duration of the planned activities. The notification shall provide a telephone contact number for affected parties to ask questions and report any unexpected noise impacts.

Mitigation Measure NO-3. The construction contractor shall limit noise-generating construction activities, such as grading and paving, on the east parcel to periods of 10 days duration, with at least 10 days break between each period of grading. Alternatively, the contractor may have a grading duration longer than 10 days only if it can be demonstrated that average hourly construction noise levels at adjacent residences would not exceed the ambient noise level for the entire period. For example, if the ambient traffic noise level is 64 dBA L_{eq}, then the construction noise level can not exceed 64 dBA L_{eq}, and the total noise level would not exceed 67 dBA L_{eq}, for a maximum noise increase of 3 dBA.

Mitigation Measure NO-4. The construction contractor shall locate all construction equipment staging and maintenance areas on the west side of I-605.

Mitigation Measure NO-5. Design the visitor center to provide interior noise levels not to exceed 50 dBA L_{eq}. If the visitor center is to include exterior areas where interpretive presentations are to be made, or there would be other outdoor activities that require conversation, the exterior area shall be designed to have a maximum hourly noise level not to exceed 60 dBA L_{eq}.

b) EXPOSURE OF PERSONS TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

Less Than Significant Impact. The proposed project would not be expected to result in the generation of excessive groundborne vibration or groundborne noise levels. The construction activities necessary for the proposed project would not include blasting or pile driving, and therefore would not be expected to result in groundborne vibration or noise.

c) A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?

Less Than Significant Impact with Mitigation Incorporated. Refer to response to noise question (a), operational noise.

d) A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?

Less Than Significant Impact with Mitigation Incorporated. Refer to response to noise question (a), construction noise.

e) FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?

No Impact. The proposed project is not located within an airport land use plan. Accordingly, the proposed project would not expose people residing or working in the project area to aircraft noise. No impacts would occur, and no mitigation measures are required.

f) FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?

No Impact. The proposed project is not located in the vicinity of any private airstrips. There are no private airstrips in the project vicinity. Accordingly, the proposed project would not expose people residing or working in the project area to aircraft noise. No impacts would occur, and no mitigation measures are required.

4.12 POPULATION AND HOUSING

WOULD THE PROJECT:

a) INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?

Less Than Significant Impact. During construction, the work force is expected to be generated from the existing labor pool in the County of Los Angeles. The proposed project would generate a relatively small number of new employees associated with the park facility. It is expected that these employees would be from the local area. Further, the proposed facilities would serve the existing community. It is not expected that construction or operation of the Duck Farm would contribute to any population changes; therefore, impacts would be less than significant. No mitigation measures are required.

b) DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?

Less Than Significant Impact. Implementation of the proposed project would require the removal of one WCA-owned residence at the Proctor Street entrance. This unit would be removed in order to construct the new park entrance and provide adequate emergency clearance. No additional housing units or persons would be displaced as a result of the proposed project, nor would the project necessitate the construction of housing elsewhere. Due to the limited number of residents that would be replaced, impacts would be less than significant. No mitigation measures are required.

c) DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?

Less Than Significant Impact. Implementation of the proposed project would require the removal of one WCA-owned residence at the Proctor Street entrance. No additional housing units or persons would be displaced as a result of the proposed project, nor would the project necessitate the construction of housing elsewhere. Due to the limited number of residents that would be replaced, the proposed project would not necessitate the construction of replacement housing elsewhere. No impacts would occur, and no mitigation measures are required.

4.13 PUBLIC SERVICES

WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE PUBLIC SERVICES:

a) FIRE PROTECTION?

Less Than Significant Impact. Fire protection for the project area is currently provided by the Los Angeles County Fire Department from Fire Station No. 87 located at 140 South Second Avenue in the City of Industry. As part of the project, site access would be improved for emergency service personnel. No road closures are anticipated during project construction. As such, fire protection service in the project vicinity would not be interrupted during project construction. The increase in park users would not result in the need for an additional fire station. Also, the increase in use of the project site would not induce population growth in the area. The impacts to fire protection services would be less than significant, and no mitigation measures are required.

b) POLICE PROTECTION?

Less Than Significant Impact. Police protection for the project site is currently provided by the Los Angeles County Sheriff's Department from the Bassett Substation located at 13308 ½ Valley Boulevard in the community of Bassett. As part of the project, site access would be improved for y emergency service personnel. No road closures are anticipated during project construction. As such, police service in the project vicinity would not be interrupted during project construction. Although some new service calls would be generated as a result of the park operation, the anticipated increase would not result in the need for additional police department facilities. The majority of the security-related issues would be handled by park rangers, further reducing the demand for additional police services. Also, the increase in use of the project site would not induce population growth in the area. The impacts to police protection services would be less than significant, and no mitigation measures are required.

c) SCHOOLS?

No Impact. The Duck Farm project would potentially benefit local schools by providing an interactive educational space to supplement classroom learning. The proposed project would not result in the need for new school facilities; rather, it would provide increased opportunities for

existing outdoor school programs. No impacts to schools are anticipated to result from project implementation, and no mitigation measures are required.

d) PARKS?

No Impact. The County's overall goal for recreation is to improve opportunities for a variety of outdoor recreational experiences. The proposed project would provide new or improved recreational facilities, including parks, biking/hiking/equestrian trails, and new or improved access points and parking. Therefore, the proposed project would have the beneficial impact of converting a partially vacant and underutilized site into a local and regional park for the surrounding communities. The proposed project would result in the construction of new park facilities and it would not necessitate the construction of other park facilities elsewhere. No impacts would occur, and no mitigation measures are required.

e) OTHER PUBLIC FACILITIES?

No Impact. The proposed project is not expected to adversely impact any other governmental services in the area, and would serve to benefit the local community by providing recreational opportunities. No impacts would occur, and no mitigation measures are required.

4.14 RECREATION

a) WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?

No Impact. The project would not result in increased population, and therefore, would not increase demand for neighborhood or regional parks or other recreational facilities. Because these proposed park facilities do not currently exist, conversion of the project site from vacant land, a plant nursery, and equestrian center into a neighborhood park would not increase the use of park facilities elsewhere. No impacts to parks or other recreational facilities would result from the proposed project.

b) DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES, WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?

Less Than Significant Impact. The County's overall goal for recreation is to improve opportunities for a variety of outdoor recreational experiences. The proposed project would open the project site for passive recreational opportunities, which would not result in substantial

physical deterioration of any existing nearby parks. The proposed project would provide new or improved recreational facilities, including parks, biking/hiking/equestrian trails, and new or improved access points and parking. These new facilities and enhancements would improve the quality of riding, hiking, or other recreational experiences at the project site. The project would also provide regional recreational benefits by developing a key element of the SGRCMP. Therefore, the long-term impact of the proposed project on recreational resources is beneficial. Impacts would be less than significant, and no mitigation measures are required.

4.15 TRANSPORTATION/TRAFFIC

WOULD THE PROJECT:

a) CAUSE AN INCREASE IN TRAFFIC THAT IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO CAPACITY RATIO ON ROADS, OR CONGESTION AT INTERSECTIONS)?

Less Than Significant Impact.

Existing Traffic and Roadway Conditions

The 37.5-acre project site is bounded by the San Gabriel River to the west, Valley Boulevard to the north, Rall Avenue and Ramada Avenue to the east, and Peckham Road to the south. Primary regional access to the project site is provided by I-605, which generally runs in a northeast-southwest direction and divides the project site in half. Project site access to and from I-605 is provided via northbound and southbound exit ramps at Valley Boulevard, adjacent to the northern end of the proposed project site. Other regional access to the project site is provided by Valley Boulevard, which runs in a northwest-southeast direction north of the project site. Local access to the project site is currently provided by Proctor Street, Rall Avenue, and Temple Avenue.

A traffic study was prepared by Fehr & Peers/Kaku Associates (2007) for the proposed project (see Appendix E). Traffic counts were taken at the following five study intersections on January 10, 2007:

- San Angelo Avenue & Valley Boulevard (signalized)
- I-605 Southbound Off-ramp & Valley Boulevard (unsignalized)
- I-605 Northbound/Southbound On-ramp & Valley Boulevard (unsignalized)
- I-605 Northbound Off-ramp/Temple Avenue & Valley Boulevard (signalized)
- Durfee Avenue & Valley Boulevard (signalized)

Level of service (LOS) is a qualitative measures used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas. Table 4-7 provides the LOS definitions for signalized intersections and Table 4-8 provides LOS definitions for stop-controlled intersections.

The Intersection Capacity Utilization (ICU) method of intersection analysis was used to determine the intersection volume-to-capacity (V/C) ratio and corresponding LOS for the turning movements and intersection characteristics at the signalized intersections in the County of Los Angeles. The Highway Capacity Manual (HCM) unsignalized method was used to determine the intersection delay and corresponding LOS for given turning movements and intersections characteristics at the stop-controlled intersections.

Table 4-7
LOS Definitions for Signalized Intersections

LOS	Volume/Capacity Ratio	Definition
A	0.000 – 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>0.700 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 – 1.000	POOR. Represents the most vehicles intersection approaching can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.00	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.
SOURCE: Transportation Research Board, *Highway Capacity Manual, Special Report 209*, 2000.		

Table 4-8
LOS Definitions for Unsignalized Intersections

LOS	Volume/Capacity Ratio
A	≤10.0
B	>10.0 – ≤15.0
C	>15.0 – ≤25.0
D	>25.0 – ≤35.0
E	>35.0 – ≤50.0
F	>50.0
SOURCE: Transportation Research Board, *Highway Capacity Manual, Special Report 209,* 2000.	

The traffic volumes were analyzed using the intersection capacity analysis methodology to determine the current operating conditions at the five study intersections. Table 4-9 summarizes the existing weekday morning and evening peak hour V/C ratio or delay and the corresponding LOS for each of the study intersections. The results of this analysis indicate that one of the study intersections, San Angelo Avenue & Valley Boulevard, is currently operation at LOS B or better during both the morning and evening peak hours. The other study intersections operate at an LOS E or F during the peak hours.

Table 4-9
Existing (Year 2007) Intersection LOS

Intersection	Peak Hour	V/C or Delay	LOS
1. San Angelo Avenue & Valley Boulevard	AM	0.699	B
	PM	0.684	B
2. I-605 Southbound Off-Ramp & Valley Boulevard	AM	1.006	F
	PM	0.907	E
	AM	217	F
	PM	256	F
3. I-605 Northbound/Southbound On-Ramp & Valley Boulevard	AM	1.330	F
	PM	0.966	E
	AM	**	F
	PM	210	F
4. I-605 Northbound Off-Ramp & Temple Avenue	AM	0.940	E
	PM	1.415	F
5. Durfee Avenue & Valley Boulevard	AM	1.158	F
	PM	1.107	F

Notes:
** Indicates oversaturated conditions. Delay cannot be calculated.

Construction Traffic

Less Than Significant Impact. Construction activities at the project site would involve landscaping and revegetation, habitat restoration, and other park improvements. The volumes of site-generated traffic during construction would be minimal (approximately 20 vehicle trips on a typical day of activity and less than five trips during the peak hours). This increase in traffic volumes would be insubstantial in comparison to the existing traffic load on adjacent streets and would not create a significant impact. No mitigation measures are required.

Operational Traffic

Less Than Significant Impact. Estimates of future traffic conditions with and without the proposed project were necessary to evaluate the potential impact of the proposed project on the local street system. Traffic volumes for the future pre-project scenario at the study intersections were defined by existing volume counts and an annual ambient growth rate. Based on historical trends and at the direction of the *2004 Congestion Management Program for Los Angeles County*,

an ambient growth factor of one percent per year was used to adjust the existing year 2007 traffic volumes to reflect the effects of regional growth and development by the year 2009. The total adjustment applied was two percent.

The trip rates from *Trip Generation, 7th Edition* (Institute of Transportation Engineers, 2003) were used to estimate the number of trips generated by the proposed project, as well as trip generation estimates for existing uses on-site to be removed. Table 4-10 provides a summary of the project trip generation estimates. Taking into account the existing uses to be removed, it is estimated that the proposed project would generate a net increase of 303 weekday daily trips, approximately 37 weekday morning peak hour trips (19 inbound, 18 outbound) and 26 weekday evening peak hour trips (12 inbound, 14 outbound). The geographic distribution of trips generated by the proposed project is dependent on the locations of residential areas from which patrons of the proposed recreational facilities would be drawn and the level of accessibility of the routes to and from the proposed project site. The following trip distribution was assumed:

- 30 percent to/from north
- 23 percent to/from south
- 32 percent to/from east
- 15 percent to/from west

The project trip generation estimates and distribution assumptions were used to assign the project-generated traffic to the local and regional street system and through the five study intersections.

Utilizing the future pre-project and post-project volumes, a project-only impact analysis was undertaken. An impact determination for each component was determined using the Los Angeles County department of Public Works thresholds. The numeric thresholds are based on changes in the V/C ratio at signalized intersections based on pre-project LOS. A proposed project may result in a significant impact on intersection capacity if the estimated project traffic would increase the V/C ratio on the intersection operating condition to one or more of the following:

- V/C ratio increase is equal to or greater than 0.040 if final LOS (defined as projected future conditions including project, ambient, and related project growth but without project traffic mitigation) is C.
- V/C ratio increase is equal to or greater than 0.020 if final LOS is D.
- V/C ratio increase is equal to or greater than 0.010 if final LOS is E or F.

Because the County thresholds do not address the significant impact criteria for unsignalized intersections, unsignalized intersections were assessed by analyzing these locations using the impact criteria for signalized intersections so that the incremental change in V/C ratio is measured. The results of the impact determination are shown in Table 4-11.

Table 4-10
Trip Generation Estimates

Proposed Project			Trip Generation Rates								Estimated Trips						
				Weekday							Weekday						
					A.M. Peak Hour			P.M. Peak Hour				A.M. Peak Hour			P.M. Peak Hour		
Land Use	Approx Size	Unit	ITE Code	Daily	In	Out	Rate	In	Out	Rate	Daily	In	Out	Total	In	Out	Total
Visitor Center	2	ksf	495 [a]	22.88	61%	39%	1.62	29%	71%	1.64	46	2	1	3	1	2	3
Passive Park	18.5	ac	[b]	5.00	50%	50%	0.65	50%	50%	0.45	93	6	6	12	4	4	8
Riparian Corridor	14	ac															
Wildflower Meadow/ Overlook	4	ac															
Westland/ Freshwater Marsh	0.5	ac															
Active Park	12.2	ac	[c]	20.00	50%	50%	2.60	50%	50%	1.80	244	16	16	32	11	11	22
Neighborhood Park	3	ac															
Native Plant Nursery	4	ac															
Equestrian Facilities	5.2	ac															
Net New Uses											383	24	23	47	16	17	33
Existing Uses [d]																	
Equestrian Facilities	4.0	ac	[c]	20.00	50%	50%	2.60	50%	50%	1.80	80	5	5	10	4	3	7
Net Incremental Trips											**303**	**19**	**18**	**37**	**12**	**14**	**26**

Notes:
[a] Trip generation rate for Community Center from *Trip Generation, 7th Edition*.
[b] Trip generation rate for undeveloped Neighborhood/County Park *Trip Generation, 7th Edition*.
[c] Trip generation rate for developed Regional Park *Trip Generation, 7th Edition*.
[d] Analysis assumes a trip credit for existing uses that would be expanded as part of the proposed project.
ksf = 1,000 square feet.
ac = acre.

Table 4-11
Future (Year 2009) Intersection LOS

Intersection	Peak Hour	Future Pre-Project		Future With Project		Increase in V/C	Significant Impact
		V/C or Delay	LOS	V/C or Delay	LOS		
1. San Angelo Avenue & Valley Boulevard	AM	0.711	C	0.722	C	0.011	No
	PM	0.695	B	0.704	C	0.009	No
2. I-605 Southbound Off-Ramp & Valley Boulevard [a]	AM	1.025	F	1.028	F	0.003	No
	PM	0.923	E	0.926	E	0.003	No
	AM	240	F	245	F		
	PM	288	F	292	F		
3. I-605 Northbound/Southbound On-Ramp & Valley Boulevard [a]	AM	1.355	F	1.356	F	0.001	No
	PM	0.953	E	0.984	E	0.001	No
	AM	**	F	**	F		
	PM	236	F	237	F		
4. I-605 Northbound Off-Ramp & Temple Avenue	AM	0.958	E	0.959	E	0.001	No
	PM	1.441	F	1.443	F	0.002	No
5. Durfee Avenue & Valley Boulevard	AM	1.178	F	1.180	F	0.002	No
	PM	1.128	F	1.129	F	0.002	No

Notes:
*** Indicates oversaturated conditions. Delay cannot be calculated.
[a] Intersection is two-way stop-controlled. Analysis was done using the Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, average vehicular delay in seconds is reported rather than V/C ratio.

As shown in Table 4-11, one of the study intersections, San Angelo Avenue & Valley Boulevard, is projected to operate at LOS C or better during the peak hours. The other study intersections are projected to operate at the LOS E or F during at least one of the peak hours. However, as indicated in Table 4-11, using the traffic significance thresholds described above, the proposed project would not have a significant impact at any of the study intersections. No mitigation measures are required.

b) EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE LOS ANGELES COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?

Less Than Significant Impact. The proposed project would not result in any significant increase in the existing LOS during or after the construction of the proposed project. The addition of 37 vehicles in the morning peak hour and 26 vehicles during the evening peak hour on the surrounding roadway system does not warrant any analysis of Congestion Management Program (CMP) locations (further analysis is triggered when there are at least 50 project related vehicles at a CMP monitoring intersection and 150 vehicles on a CMP monitoring freeway segment). Impacts would be less than significant, and no mitigation measures are required.

c) RESULTS IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?

No Impact. The proposed project would not result in a change in air traffic patterns or result in any air safety risks. Operation of the park would not generate a substantial number of new jobs, construct housing, or otherwise induce substantial population growth in the surrounding area that would increase air traffic. The proposed project does not propose tall buildings that would require re-routing air traffic. No impacts to air safety would occur, and no mitigation measures are required.

d) SUBSTANTIALLY INCREASE HAZARDS DUE TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?

Less Than Significant Impact. Traffic flow during the construction period would be maintained in accordance with a traffic control plan approved by the LADPW, Traffic and Lighting Division. Aside from the new entrances at Rall Avenue and Proctor Street, the proposed project would not result in changes to the existing traffic design features after completion. No hazards or incompatible uses would be created; therefore, design-related impacts would be less than significant. No mitigation measures are required.

e) RESULT IN INADEQUATE EMERGENCY ACCESS?

Less Than Significant Impact. The proposed project is not anticipated to result in inadequate emergency access. No street closures are proposed as part of the project. One WCA-owned residential property adjacent to the Proctor Street entrance would be demolished and a permanent park entrance would be developed. The new entrance would include ingress and egress lanes, a lockable gate, landscaping, and park signage. The new entrance would be designed and constructed in accordance with County Fire Department regulations to provide adequate turning radii, lane widths, gate closures, and air space to accommodate emergency vehicles. The park has also been designed to meet SCE and LADWP maintenance access requirements. Impacts would be less than significant, and no mitigation measures are required.

f) RESULT IN INADEQUATE PARKING CAPACITY?

Less Than Significant Impact. A new 150-space parking lot would be developed near the Proctor Street entrance and a second 100-space lot would be constructed off of Rall Avenue. Based on the proposed land uses, a parking demand and supply analysis was conducted. As shown in Table 4-12, the proposed project would generate a parking demand of 94 spaces.

Table 4-12
Parking Demand and Supply Analysis

Land Use	Size	Unit	ITE Peak Period Parking Demand Rate		Demand	Supply	Surplus (Shortfall)
			Spaces	Unit			
Passive Park	18.5	acre	1.28	per acre	24		
Active Park	12.2	acre	5.10	per acre	62		
Visitor's Center	2.0	1,000 ft^2	3.83	per 1,000ft^2	8		
				Total	94	250	156

Note: Parking demand ration for Active Park and Community obtained from Parking Generation, 3rd Edition (Institute of Transportation Engineers, 2004). Parking demand ratio for passive park was developed by the ratio of 0.25 of passive park trip generation to active park trip generation rate.

As such, the proposed 250-parking spaces would exceed the anticipated parking demand by nearly 100 spaces. Impacts would be less than significant, and no mitigation measures are required.

g) CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?

No Impact. The proposed project would include restoration of trail connections to the project site. Bicycle parking would also be provided on-site. Therefore, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation. No impacts would occur, and no mitigation measures are required.

4.16 UTILITIES AND SERVICE SYSTEMS

WOULD THE PROJECT:

a) EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?

Less Than Significant Impact. Although the number of visitors to the project site is expected to increase as a result of the proposed project, the amount of water used and wastewater generated is anticipated to be similar to existing conditions as most of the proposed improvements involve passive recreational facilities. All proposed facilities would use low-flow fixtures and reuse of water for landscape irrigation and other purposes that can utilize non-potable water. Restrooms would be available at the visitor center and community park, which would be connected to the existing sanitary sewer system. These facilities would not be expected to generate large quantities of wastewater given anticipated park use levels. As such, new water or wastewater treatment facilities or expansion of existing facilities would not be required. Impacts would be less than significant, and no mitigation measures are required.

b) REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Less Than Significant Impact. As described above, all proposed facilities would use low-flow fixtures and reuse of water for landscape irrigation and other purposes that can utilize non-potable water. As such, new water or wastewater treatment facilities or expansion of existing facilities would not be required because the amount of water used and wastewater generated is anticipated to be similar to existing conditions as most of the proposed improvements involve passive recreational facilities. Irrigation would be required for the native plan nursery and site landscaping activities; however, the water demand would be minimal since native plantings would be used, which do not require, if any, watering. Impacts would be less than significant, and no mitigation measures are required.

c) REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORM WATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Less Than Significant Impact. The proposed project would not substantially increase storm water runoff from the site. The majority of the runoff from the project site percolates into the soil or enters the San Gabriel River; this is not anticipated to substantially change as a result of the

proposed project. Any runoff collected on-site would be treated and allowed to percolate into the soil through vegetated swales and bio-swales, rather than flowing over parking lots and roadways and collecting a pollution load. The minor increase in impervious surface area is not anticipated to alter drainage patterns, nor would it significantly increase polluted runoff originating from the project site that such additional storm water drainage would be required. Impacts would be less than significant, and no mitigation measures are required.

d) HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCES, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?

Less Than Significant Impact. Construction activity would not be expected to require a significant amount of water, and this demand would not be expected to have a significant impact on the local or regional water supplies. As stated above, the proposed project is not expected to consume a significant amount of additional water. Impacts would be less than significant, and no mitigation measures are required.

e) RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER THAT SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS?

Less Than Significant Impact. The proposed project is intended to provide recreational opportunities for the surrounding community. No increase in population would result from the proposed project. Any increase in sanitary sewage to the existing sewerage system would be limited to the public restrooms, and the existing system would have adequate capacity to serve the proposed project. Because a portion of the site lies outside of Los Angeles County Sanitation Districts (District) jurisdiction, annexation into District 15 would be required before sewerage services could be provided to the project. According to the District, wastewater generated by the park would be conveyed to the Districts' Joint Outfall H Unit 9B Trunk Sewer. This 25-inch diameter trunk sewer has a design capacity of 8.1 million gallons per day (mgd) and conveyed a peak flow of 2.9 mgd when last measured in 2007. As such, the trunk line has sufficient capacity to service the anticipated project wastewater flow of approximately 2,550 gpd (1,000 gpd per 1,000 square feet of park structures). Similarly, the current wastewater treatment capacity of the Whittier Narrows Reclamation Plant (WRP) and Los Coyotes WRP (approximately 6.6 mgd and 14.7 mgd, respectively) would accommodate the anticipated wastewater flows generated by the project. Therefore, impacts would be less than significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact with Mitigation Incorporation. With the exception of construction debris, the proposed project would not result in generation of significant amounts of solid waste. Construction activities would consist of grading, building renovation, utility connections, paving, and revegetation. Relatively minimal construction debris would be generated, and it would be recycled or transported to the nearest landfill site for proper disposal as indicated in mitigation measure UTIL-1. The amount of debris generated would not be expected to significantly impact landfill capacities. Also, most daily waste generated during the operation of the facility would be recycled. The project would not result in the need for new solid waste facilities for the County of Los Angeles. Impacts would be less than significant with implementation of mitigation.

Mitigation Measure UTIL-1. The WCA shall require the construction contractor to identify and implement one or more of the following applicable programs for minimizing solid waste during construction:

- Recycling of asphalt and concrete paving materials.
- Reuse and composting of green waste materials where there is limited potential for inadvertent spreading of invasive plants.
- Balance graded soil on-site to the maximum extent feasible.

g) Comply with federal state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. With the exception of construction debris, which would be recycled or disposed of in accordance with applicable regulations, the proposed project would not result in significant generation of solid waste. Impacts would be less than significant, and no mitigation measures are required.

4.17 MANDATORY FINDINGS OF SIGNIFICANCE

a) DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT SUBSTANTIALLY REDUCE THE HABITAT OF A FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL, OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?

Less Than Significant Impact. The project would not eliminate important examples of the major periods of California history or prehistory. The project would not result in impacts to any sensitive wildlife or plants, and would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. In addition, mitigation measures are provided to reduce any potential impacts to potential nesting birds to a less than significant level.

b) DOES THE PROJECT HAVE IMPACTS THAT ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF A PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS.)

Less Than Significant Impact. The proposed project would not result in impacts that are individually limited but cumulatively considerable. The proposed project would provide recreational facilities, including parks, biking/hiking/equestrian trails, and improved access points and parking. These new facilities and enhancements would improve the quality of riding, hiking, or other recreational experiences at the project site. Due to the scale, nature, and location of the proposed project, it is not anticipated that the project would contribute to significant cumulative impacts when viewed over an extended period of time. Further, program-level impacts of the proposed project and the other projects proposed as part of the SGRCMP were evaluated in the PEIR. Construction related impacts associated with the proposed project would be short-term and temporary, and would not exceed any of the established significance thresholds. In addition, due to the project's consistency with the Avocado Heights Community Plan, and project incorporated mitigation measures, the project's incremental effects are not considered to be cumulatively considerable.

c) DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS, WHICH WILL CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?

Less Than Significant Impact with Mitigation Incorporation. The proposed project would not have environmental effects on human beings, either directly or indirectly. The proposed project have the beneficial effect of providing enhancing recreational and educational opportunities and revegetating the project site with native species. Mitigation measures are provided to reduce the project's potential effects on lighting, construction air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, construction noise, operational noise, and utilities and service systems below the level of significance. No additional mitigation measures would be required.

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5 ACRONYMS AND ABBREVIATIONS

ACM	asbestos-containing material
ADA	Americans with Disabilities Act
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BMPs	best management practices
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CRHR	California Register of Historic Resources
CUP	Conditional Use Permit
dBA	A-weighted decibels
DPR	California Department of Parks and Recreation

DTSC	Department of Toxic Substances Control
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
HCM	Highway Capacity Manual
I-605	Interstate 605, San Gabriel River Freeway
ICU	Intersection Capacity Utilization
IS/MND	Initial Study/Mitigated Negative Declaration
LADPW	Los Angeles County Department of Public Works
LADWP	City of Los Angeles Department of Water and Power
LAFCD	Los Angeles County Flood Control District
LARWQCB	Los Angeles Regional Water Quality Control Board
LBP	lead-based paint
LOS	level of service
LST	Localized Significance Threshold
MMRP	Mitigation Monitoring and Reporting Program
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
OSHA	Occupational Safety & Health Administration

Pb	lead
PEIR	Program Environmental Impact Report
$PM_{2.5}$	fine particulate matter
PM_{10}	inhalable particulate matter
RMC	San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SEA	Significant Ecological Area
SGRCMP	San Gabriel River Corridor Master Plan
SO_2	sulfur dioxide
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminants
USGS	U.S. Geological Survey
V/C	volume-to-capacity ratio
WCA	Watershed Conservation Authority

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7 LIST OF PREPARERS

The following firms, individuals, and agency staff contributed to the preparation of this IS/MND:

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8 RESPONSE TO COMMENTS

In accordance with the CEQA statutes and *Guidelines* for circulation of a MND, a 30-day public review period for this IS/MND began May 14, 2007 and concluded on June 13, 2007. During this public review period, four letters of comments were received from public agencies and no letters of comment were received from citizens. Copies of these comment letters are provided in this section, as well as WCA responses to the individual comments contained in the letters. All of the comment letters, including the three received after the comment period, are listed in the following table and the corresponding City responses are provided in this section. A copy of each comment letter is provided prior to each response.

Table 8-1. List of Comment Letters from Draft EIR

Letter	Agency/Organization/Individual	Date Received
1	Southern California Association of Governments *Signed: Sheryll Del Rosario, Associate Planner*	June 4, 2007
2	Los Angeles County Sanitation Districts *Signed: Ruth Frazen, Engineering Technician*	May 31, 2007
3	Los Angeles County Department of Parks and Recreation *Signed: Bryan Moscardini, Department Facility Planner I*	June 13, 2007
4	Southern California Edison *Signed: Wes Tanaka, Public Affairs Director*	June 14, 2007

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Main Office
818 West Seventh Street
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90017-3435

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www.scag.ca.gov

May 30, 2007

Mr. Frank Simpson, Project Analyst
Watershed Conservation Authority
900 S. Freemont Avenue, 2nd Floor
Alhambra, CA 91802

RE: SCAG Clearinghouse No. I 20070291 Duck Farm Park Project

Dear Mr. Simpson:

Thank you for submitting the **Duck Farm Park Project** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Duck Farm Park Project**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time. 1-1

A description of the proposed Project was published in SCAG's **May 1-15, 2007** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1856. Thank you.

Sincerely,

SHERYLL DEL ROSARIO
Associate Planner
Intergovernmental Review

Doc #136125

LETTER 1: SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Comment No.	Response
1-1	The Southern California Association of Governments (SCAG) determined that the proposed project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and CEQA Guidelines, and thus has no comments. SCAG verified that a description of the proposed project was published in their Intergovernmental Review Clearinghouse Report for public review and comment. No response is required.

WATER RECLAMATION
SOLID WASTE MANAGEMENT

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPH[illegible]
Chief Engineer and G[illegible]

May 30, 2007

File No: 15-00.04-00

Mr. Frank Simpson, Project Analyst
Watershed Conservation Authority
900 South Fremont Avenue, 2nd Floor
Alhambra, CA 91802

Dear Mr. Simpson:

Duck Farm Park Project

The County Sanitation Districts of Los Angeles County (Districts) received an Initial Study and Mitigated Negative Declaration for the subject project on May 10, 2007. We offer the following comments regarding sewerage service:

1. A portion of the Phase 1 and all of the Phase 2 project area are outside the jurisdictional boundaries of the Districts and will require annexation into District No. 15 before sewerage service can be provided. For a copy of the Districts' Annexation Information and Processing Fees sheets, go to www.lacsd.org, Wastewater Services, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the annexation procedure and fees, please contact Ms. Margarita Cabrera at extension 2708. 2-1

2. The Districts maintain sewerage facilities within the project area that may be affected by the proposed project. Approval to construct improvements within a Districts' sewer easement and/or over or near a Districts' sewer is required before construction may begin. For a copy of the Districts' buildover procedures and requirements, go to www.lacsd.org, Wastewater Services, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the buildover procedure, please contact Mr. Ronnie Burtner at extension 2766. 2-2

3. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Joint Outfall H Unit 9B Trunk Sewer, located in the intersection of Santa Mariana Avenue and Don Julian Road. This 25-inch diameter trunk sewer has a design capacity of 8.1 million gallons per day (mgd) and conveyed a peak flow of 2.9 mgd when last measured in 2007. 2-3

4. The wastewater generated by the proposed project will be treated at the Whittier Narrows Water Reclamation Plant (WRP) located near the City of South El Monte, which has a design capacity of 15 mgd and currently processes an average flow of 8.4 mgd, or the Los Coyotes WRP located in the City of Cerritos, which has a design capacity of 37.5 mgd and currently processes an average flow of 22.8 mgd.

5. The expected average wastewater flow from the project site is 100 gallons per day per 1,000 square feet of park structures. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Information Center, Wastewater Services, Obtain Will Serve Letter, and click on the appropriate link on page 2. 2-4

6. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project, which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Wastewater Services, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727. 2-5

7. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities. 2-6

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

Ruth I. Frazen
Engineering Technician
Facilities Planning Department

RIF:rf

cc: M. Cabrera
R. Burtner

Doc #: 792621.1

LETTER 2: COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

Comment No.	Response
2-1	The County Sanitation Districts of Los Angeles County (Districts) indicates that a portion of the project area lies outside of their jurisdictional boundaries. Accordingly, annexation into District No. 15 would be required before sewerage services can be provided. The Final MND has been updated to clarify the necessary steps required for sewerage connection.
2-2	The District indicates the approval to construct improvements within a District's sewer easement is required before construction may begin. The WCA will coordinate with the District prior to any construction activities and will comply with the all relevant buildover procedures and requirements.
2-3	The Districts have provided up-to-date information regarding the trunk line and wastewater treatment plant capacity serving the project site. Chapter 4.16(e), Utilities and Service Systems, has been updated to include this information. This information does not affect the analysis or alter any impact conclusions in the MND.
2-4	The Districts have provided wastewater generation factors for use in the MND. Chapter 4.16(e), Utilities and Service Systems, has been updated based on this information. This information does not alter any impact conclusions in the MND.
2-5	The District indicates that a connection fee is required before a permit to connect to the sewer is issued. The WCA will comply with the all relevant District policies, including payment of connection fees.
2-6	The District indicates that wastewater service cannot be guaranteed for this project. This Board will consider this information in the decision-making process for the project.

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"
Russ Guiney, Director

June 13, 2007

Frank Simpson
Project Analyst
Watershed Conservation Authority
900 South Fremont Ave. 2nd Floor
Alhambra, CA 91802

Dear Mr. Simpson,

NOTICE OFAVAILABILITY/ NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION (MND)/ THE DUCK FARM PROJECT

The Notice of Intent /Availability to adopt an MND for the Duck Farm Project has been reviewed for potential impact on the facilities of this Department. The project will not impact facilities under the jurisdiction of this Department. We do however offer the following comment:

- Figure 2-3 (Conceptual Site Plan): There is a discrepancy between the key icon (dotted purple line) for "Equestrian Trail" and what is represented in the plan as "Existing Regional Bikeway". The trail (County Trail #8-San Gabriel River Trail) should be described as a "Multi-Purpose Trail". 3-1

Thank you for including this Department in the review of this notice. If we may be of further assistance, please contact me at (213) 351-5133.

Sincerely,

Bryan Moscardini
Departmental Facility Planner I

BM:(c:response-WCA Duck Farm-MND)

LETTER 3: LOS ANGELES COUNTY DEPARTMENT OF PARKS AND RECREATION

Comment No.	Response
3-1	The Los Angeles County Department of Parks and Recreation (LADPR) identified an inconsistency on Figure 2-3 of the Draft MND. This figure has been revised to show a "Multi-use Trail" on the west side of the San Gabriel River. This revision does not affect the analysis or alter any impact conclusions in the MND.

SOUTHERN CALIFORNIA
EDISON®
An EDISON INTERNATIONAL® Company

Wesley K. Tanaka
Public Affairs Director

June 12, 2007

Mr. Frank Simpson, Project Analyst
Watershed Conservation Authority
900 South Fremont Ave, 2nd Floor
Alhambra, CA 91802

RE: DRAFT INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION FOR THE DUCK FARM PARK PROJECT PROPOSED BY THE WATERSHED CONSERVATION AUTHORITY (WCA)

Dear Mr. Simpson:

Southern California Edison (SCE) appreciates the opportunity to review and provide input to the Mitigated Negative Declaration for the Duck Farm Park Project proposed by the Watershed Conservation Authority. The Phase 1 of this proposed project covers approximately 37 acres bounded by Valley Boulevard to the north, Avocado Creek to the South, San Gabriel River to the west and, Rall, San Fidel and Ramada Avenues to the East. The I-605 freeway bisects the project site into east and west sections.

When project plans require the construction or relocation of SCE facilities at or above 50 kilovolts (kV), the construction or relocation of those facilities may have environmental consequences cognizable under the California Environmental Quality Act (CEQA). If those environmental consequences are properly identified and adequately addressed in the planning and development documents and CEQA approval process, SCE may not be required to pursue the otherwise mandatory CEQA review through the California Public Utilities Commission (CPUC) and its General Order 131-D process (the CPUC being the CEQA "lead agency" for SCE projects unless one of the exemptions in G.O. 131-D applies). 4-1

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626-302-1942
Fax 626-302-1977

SCE has major transmission facilities running through the project site and these facilities are essential to delivering power to millions of customers across Los Angeles County and throughout our service territory. In addition, SCE is in the process of planning a major transmission line upgrade within this transmission line corridor. Accessibility to the existing and future facilities is critical to ensure that SCE personnel can effectively perform needed operation and maintenance of its electrical system. While this proposed project does not involve the construction or relocation of SCE transmission facilities, it appears the project could potentially impact SCE operations and property rights SCE acquired in fee, easement or by agreement. The project may also have the potential to affect other SCE transmission facilities and/or SCE's secondary land use program. Such impacts on these facilities, operations or resources would need to be addressed and the solutions agreed to by SCE, prior to finalizing your development plan. 4-1 cont.

If plans include items that adversely impact SCE's right-of-way (ROW) or operations, it may force SCE to acquire additional land rights for its facilities at significant ratepayer costs. In today's environment, it will be a very difficult task to find suitable land resources to acquire for the development of electrical facilities, and the required environmental documentation for such an effort may last over two years. In addition, any licensees will need to be compensated for any loss of rights or negative impacts resulting from the development or operation of the proposed project, which is also an unacceptable cost for SCE ratepayers to bear. Following are some examples of potential conflicts or concerns we noted in your report:

In reviewing your diagrams on Figures 2-3 and 2-4, it is unclear whether the riparian or other such water ways are within SCE fee owned or easement properties. As we have stated in various communications and meetings dating back to the year 2003, and more recently during 2006, we have consistently maintained and stressed that creeks, rivers, streams, water marsh, wetlands, and babbling brooks are not compatible uses and need to be designed clear of the SCE right of way. In addition, protective habitat (i.e. vegetative, riparian, or animal) is prohibited from being established in the SCE right of way. 4-2

Figure 2-2: Local Vicinity map, Pg. 17 of 290. Depicted project site encompasses two small parcels of SCE fee owned property. One of the properties is at the most northern corner of the project site, and access will be controlled through this entrance way. This is the only access for Coiner Nursery. It is unclear what specific structures are proposed to be located in this area and thus SCE will need additional information to ascertain if there are any impacts on SCE properties, and /or facilities. Please be advised that we do not allow any type of permanent structures to be located in our transmission corridor or right of way as they are not compatible with our operating system needs (per SCE's Constraints Guidelines document). All proposed plans and developments must comply with the aforementioned Constraints Guidelines document and operational requirements. 4-3

Figure 2-4: Program Elements, Pg. 21 of 290. Figure depicts Riparian Corridor (Water) crossings at approximate 8 locations, possible interference at 2 different freshwater marsh locations, and possible Riparian Corridor (Water) parallel encroachments at 3 different locations. We are not able to be completely sure as to the extent of possible encroachment since property lines are not depicted on the figure. However, as noted previously in prior correspondence, Riparian and other related water features are not compatible uses with SCE right-of-way (ROW) and need to be designed clear of SCE ROW and operating systems. 4-4

2.4.1 pg. 2-8: page 22 of 290. Northern entrance from Temple is designated as emergency only. This seems to prevent accessibility to Coiner's Nursery which is problematic for SCE's operating needs. Furthermore, prior to the completion of this phase of the project, SCE will need to review how you intend to provide access to Coiner Nursery. 4-5

Page 2-9: page 23 of 290. Pedestrian access ramp and stairs may affect SCE property located south of Valley Blvd, east of the San Gabriel River which may adversely impact SCE operating needs. 4-6

Figure 2-5: Proposed connection, pg. 24 of 290. Rush St. and Mountain View H/S pedestrian bridges and pedestrian connection at Valley View may affect/encroach on SCE properties and may impact SCE operating needs. We would encourage WCA to 4-7

arrange for SCE review of any proposed plans for such structures early in the conceptual planning process. 4-7 cont.

To fully assess the potential impacts of these improvements, as well as others like equestrian trails, hiking trails, neighborhood parks and other proposed public use sites on SCE facilities, operations or easements, SCE requests that you please forward five (5) sets of plans depicting the affected SCE facilities and associated easement rights to the following location:

Real Estate Operations
Southern California Edison Company
14799 Chestnut Street
Westminster, CA 92683
Attention: REO Southern Region Manager 4-8

Upon receipt and informal cursory review, a representative from SCE's Real Estate Operations group will contact the project proponent or their agent to pursue further discussion about your proposed plans and SCE's operating concerns.

Pg 3-9, Section 13: Public Services. Please be advised that if the proposed project causes endangered species to be attracted to the project site, SCE may experience delays in delivering services or implementing needed maintenance programs as the environmental requirements for these species would have to be addressed in compliance with prevailing laws and regulations. This is a significant concern to SCE and to the reliability of its operating system. This concern must be addressed and solutions agreed to, prior to implementation of construction activities relative to this proposed project. 4-9

SCE representatives have been working with you regarding the proposed project for a couple of years and we look forward to working with you as you refine the proposed plan. I refer you to our various communications and meetings dating back to the year 2003, and more recently during 2006, where we noted the development constraints and guidelines for projects on or adjacent to SCE rights of way and transmission line corridors. Please use the information from those correspondence and meetings as a 4-10

guide as you finalize this plan and formulate ideas for future phases of the project. In that regard, as you formulate concepts for future project phases, we encourage you to consult SCE early in the process to help in designing concepts compatible with both SCE operations and your project objectives. 4-10 cont.

If you would like to discuss any of our issues and concerns in greater detail, please do not hesitate to contact me at (626) 302-1942.

Sincerely,

Wes Tanaka

Wes Tanaka
Public Affairs Director
Los Angeles City and County

Cc: Ann Kulikoff
Ed Romero
Felix Oduyemi
Jack Brumfield

LETTER 4: SOUTHERN CALIFORNIA EDISON

Comment No.	Response
4-1	Southern California Edison (SCE) indicates that the proposed project site is occupied by major transmission facilities. In addition, SEC is in the process of planning a major transmission line upgrade within this corridor. The WCA has coordinated with SCE throughout the Duck Farm site planning process and would continue to collaborate with SCE in future design and development phases. It is not anticipated that SCE would be required to purchase any additional land rights as a result of the proposed project.
4-2	SCE provides comments on Figures 2-3 and 2-4 and asks whether the proposed project would introduce riparian corridors, water ways, or protected habitat within SCE fee owned or easement properties. The utility corridors and SCE easements were critical elements of the Duck Farm site planning process. The Phase I site development program was developed in accordance with SCE's Constraints Guidelines. As such, no incompatible uses are proposed within SCE fee owner or easement properties. A new figure has been included in the Final MND to illustrate the easements and land ownership boundaries within the proposed project area (see Figure 2-9, Easement Plan).
4-3	SCE confirms that two SCE owned parcels are located on the northern portion of the site and asks if any permanent structures would be developed within the transmission corridor or right-of-way. The park has been designed such that no permanent structures would be placed within SCE fee owned property. Although Figure 2-2 does not show land ownership boundaries within the site, the two SCE-owned parcels were included in the planning and design process. Figure 2-2 has been revised to show the various parcel boundaries on-site.
4-4	SCE comments on Figure 2-4 of the MND and asks whether the proposed project would introduce incompatible uses (riparian vegetation, water, etc.) within SCE fee owned or easement properties. As discussed above, no incompatible uses are proposed within SCE fee owner or easement properties. Figure 2-4 has been revised to show the Phase I project components only.
4-5	SCE comments on the need for continued access to the Coiner Nursery from Temple Street. As under current conditions, the City of Industry would continue to allow Coiner Nursery operations access and emergency vehicle access onto the western portion of the project site from Temple Avenue via their existing easement. The proposed project would improve access to the site from Temple Avenue by widening the access road to 20 feet, installing turnouts every 600 feet,

and maintaining a loading capacity of 75,000 pounds to accommodate SCE service vehicles, flood control trucks, and emergency vehicles.

4-6 SCE indicates that the proposed pedestrian access ramp and stairs along Valley Boulevard may affect SCE property. As proposed, the proposed improvements would not occur on SCE property. Any use of SCE property would not occur without consulting SCE and obtaining the necessary approvals.

4-7 SCE indicates that two proposed bridges would potentially encroach on their property. The proposed Phase I project does not include any bridges over the San Gabriel River. The bridges shown on Figure 2-5 (Rush Street and Mountain View High School) would not be constructed under Phase I and are not included in the proposed MND project. Figure 2-5 has been revised to reflect only the proposed Phase I improvements.

4-8 SCE requests that plans be submitted to their Real Estate Operations office for review. WCA will coordinate with SCE regarding the proposed improvements and obtain all necessary approvals prior to park development.

4-9 SCE raises concerns regarding the potential introduction of protected plant or wildlife species to the site as a result of the project. None of the proposed improvements are designed to introduce protected species on-site. The park plan was designed specifically to provide reliable, uninterrupted access to all SCE transmission facilities on-site. For example, a 200-foot unrestricted transmission tower maintenance zone is provided around each tower. The project is not expected to inhibit or restrict future access to any SCE facilities on-site.

4-10 The WCA has coordinated with SCE throughout the Duck Farm site planning process and would continue to collaborate with SCE in future design and development phases.

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9 MITIGATION MONITORING AND REPORTING PROGRAM

Public Resources Code, Section 21081.6 requires that mitigation measures identified in environmental review documents prepared in accordance with CEQA are implemented after a project is approved. Therefore, this Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures during the final plans and specifications and project construction phase of the Duck Farm Project.

The Watershed Conservation Authority is the lead agency responsible for implementation of the mitigation measures identified in the MND. The MMRP includes the following information:

- the phase of the project during which the required mitigation measure must be implemented;
- the phase of the project during which the required mitigation measure must be monitored;
- the enforcement agency; and
- the monitoring agency.

The MMRP also includes a checklist to be used during the mitigation monitoring period. The checklist will verify the name of the monitor, the date of the monitoring activity, and any related remarks for each mitigation measure.

TABLE 8-1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Implementation Phase[1]	Monitoring Phase	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
AESTHETICS						
AES-1. Night lighting shall be low intensity directional lighting focused away from open space and residential uses. The WCA may utilize hoods, filtering louvers, glare shields, and/or landscaping as necessary to achieve a standard of no more than 2 foot-candles above the ambient light level, measured at the nearest residential property line. The lamp enclosures and poles shall also be painted or be of a natural finish to reduce reflection	Final Plans and Specifications	Operation	Watershed Conservation Authority			
AIR QUALITY						
AQ-1. The manure stockpile location(s) within the new equestrian facility shall be located as far as possible from the neighborhood park, community garden, and children's play area to maximize the distance between the potential odor source(s) and the nearby residences and non-equestrian park visitors. Prevailing wind directions shall be considered when selecting the location of the stockpile area(s). A minimum setback of 100 feet shall be used.	Operation	Operation	Watershed Conservation Authority			
BIOLOGICAL RESOURCES						
BIO-1. Should tree removal or grading operations occur during the breeding season (generally March 1-August 15, as early as February 1 for raptors) for migratory non-game native bird species, weekly bird surveys would be performed to detect any protected native birds in the trees to be removed and other suitable nesting habitat	Construction	Construction	Watershed Conservation Authority			

[1] The Implementation and Monitoring phases are broken down into four categories: Final Plans and Specifications, Pre-Construction, Construction, and Operation. "Final Plans and Specifications" indicates that the mitigation measure must be incorporated into the final approved design, plans, and specifications for the project. "Pre-Construction" refers to measures that are required prior to the start of construction. "Construction" refers to all aspects of project construction, including, but not limited to, site preparation, paving, material hauling, and construction of new facilities. "Operations" includes all measures that must be implemented during routine operations of the park.

Mitigation Measure	Implementation Phase[1]	Monitoring Phase	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
within 300 feet of the construction work area (500 feet for raptors). The surveys would be conducted 30 days prior to the disturbance of suitable nesting habitat by a qualified biologist with experience in conducting nesting bird surveys. The surveys would continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, the construction contractor shall delay all clearance/construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until August 31 or continue the surveys in order to locate any nests. If an active nest is located, clearing and construction with 300 feet of the nest (within 500 feet for raptor nests) shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the sensitivity of the area. The results of this measure would be recorded to document compliance with applicable state and federal laws pertaining to the protection of native birds.						
CULTURAL RESOURCES						
CUL-1. The exterior rehabilitation of the Farm House shall adhere to the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*. The exterior rehabilitation shall be conducted under the general direction of a qualified historic architect. In addition, the Farm House Visitor and Interpretive Center shall include interpretive displays describing the historic use of the site as a duck farm.	Pre-construction	Construction	Watershed Conservation Authority			

Mitigation Measure	Implementation Phase[1]	Monitoring Phase	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
CUL-2. In the event any archaeological materials other than building foundations or water conveyance channels, described herein, associated with the Woodland Duck Farm, are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be evaluated by a qualified cultural resources specialist (archaeologist) in accordance with the provisions of CEQA Section 15064.5. The archaeologist shall complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures.	Construction	Construction	Watershed Conservation Authority			
CUL-3. If human remains are encountered on the property during grading activities, the Los Angeles County Coroner's Office shall be contacted and all activities in the vicinity of the discovery shall cease until appropriate disposition of the remains is determined.	Construction	Construction	Watershed Conservation Authority			
HAZARDS AND HAZARDOUS MATERIALS						
HAZ-1. The site manager and equipment operators shall survey the work area at the beginning of each workday and routinely throughout each day during soil excavation and grading activities to check for the presence of potentially impacted soil and contaminant sources. Hydrocarbon-impacted soils can be identified in the field (1) by a petroleum odor, (2) by a darker appearance than surrounding soil, and (3) through screening with an organic vapor analyzer (OVA) or other field equipment. Equipment operators, management, and other field personnel shall be notified of any potential impacted soils and contaminant sources within the work area. These areas shall be clearly marked. If contaminated soils are encountered during construction, operations shall be stopped in the vicinity of the suspected impacted soil. Surface samples shall be analyzed using appropriate collection and sampling	Construction	Construction	Watershed Conservation Authority			

Mitigation Measure	Implementation Phase[1]	Monitoring Phase	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
techniques. Once an area of contamination is identified, soils shall be segregated, sampled, and tested to determine the appropriate disposal and treatment options. If the soils exceed the applicable screening criteria established by the RWQCB or are classified as hazardous (according to RCRA and CCR Title 22), soils shall be hauled to a Class I landfill or other appropriate soil treatment and recycling facility.						
HAZ-2. Prior to the start of construction, the soils where beryllium and lead were detected shall be re-sampled and analyzed. Specifically, beryllium and lead impacted soils have been identified in the east-central portion of the site and to the east of the former warehouse/hatchery, respectively (see Appendix D). If elevated levels are detected, all contaminated soils shall be removed from the proposed project site. Surface samples shall be analyzed using appropriate collection and sampling techniques. Once an area of contamination is identified, soils shall be segregated, sampled, and tested to determine the appropriate disposal and treatment options. If the soils exceed the applicable screening criteria established by the RWQCB or are classified as hazardous (according to RCRA and CCR Title 22), soils shall be hauled to a Class I landfill or other appropriate soil treatment and recycling facility.	Pre-construction	Construction	Watershed Conservation Authority			
HAZ-3. Prior to demolition, the house on Proctor Street shall be surveyed for lead based paints by a licensed professional. All tests shall be conducted in accordance with generally accepted laboratory principles and practices. A report shall be prepared by the licensed professional, which provides recommendations for removal of materials contaminated with lead-based paints. Any demolition involving the listed components shall be removed and disposed of by a licensed contractor with experience in lead-based paint abatement or removal work.	Pre-Construction	Construction	Watershed Conservation Authority			

Mitigation Measure	Implementation Phase[1]	Monitoring Phase	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
HAZ-4. Project plans and designed shall be submitted to the San Gabriel Valley Municipal Vector Control District for review and comment with respect to control of mosquito and other vectors. Upon consultation with the vector control district, appropriate vector management measures shall be incorporated into the project design. Potential management measures include the following: • Design to minimize and/or provide periodic removal of vegetation on bank slopes and periphery of water bodies to minimizes areas of stagnant water. • Design and/or manage to optimize water depths and flow pattern. For mosquito control, maintain water depths and encourage/provide water circulation. For blackfly control, minimize aeration of flowing water. If necessary, design water features to allow for periodical drying to desiccate vector larvae. • Work with the vector control district to stock ponds and other permanent water features with mosquitofish as needed. • Provide site access (e.g., dikes with access roads or trails) to potential breeding areas for maintenance (e.g., vegetation removal) and treatment (e.g., application of Bti or other larvicides). Install nesting or roosting boxes to attract insectivorous bats and/or birds (natural predators of mosquitoes). • Regularly consult with the vector control district to identify mosquito management problems, mosquito monitoring and abatement procedures, and opportunities to adjust water and vegetation management practices to reduce mosquito production. • Incorporate funding for vector management activities into project funding or develop a plan for securing a reliable funding source for vector management activities.	Plans and Specifications	Construction; Operation	Watershed Conservation Authority			

Mitigation Measure	Implementation Phase[1]	Monitoring Phase	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
HYDROLOGY AND WATER QUALITY						
HYDRO-1. For activities involving landscaping, habitat restoration, and/or removal of exotic plant species, the WCA shall select biological or non-chemical means of controlling exotics and pests unless not feasible because biological or non-chemical controls are not readily available for the specific exotics to be controlled. If chemical pesticide or herbicide use is necessary, compounds that are less persistent in the environment shall be selected, and application shall be conducted in accordance with manufacturers' recommendations and general standards of use (e.g., restricted application before and during rain storms).	Operation	Operation	Watershed Conservation Authority			
NOISE						
NO-1. The construction contractor shall equip all construction equipment with properly operating mufflers or other noise reduction devices.	Plans and Specifications; Construction	Pre-construction; Construction	Watershed Conservation Authority			
NO-2. The WCA shall notify residences immediately adjacent to the construction site (e.g., via flyers). The notifications, by standard mail, shall be delivered at least two weeks prior to the start of work. The notification shall advise that there will be loud noise and potentially perceived vibration associated with the construction, and shall state the date, time, and planned duration of the planned activities. The notification shall provide a telephone contact number for affected parties to ask questions and report any unexpected noise impacts.	Pre-Construction	Pre-construction; Construction	Watershed Conservation Authority			
NO-3. The construction contractor shall limit noise-generating construction activities, such as grading and paving, on the east parcel to periods of 10 days duration, with at least 10 days break between each period of grading. Alternatively, the contractor may have a grading duration longer than 10 days only if it can be demonstrated that average hourly construction noise levels at adjacent residences would not exceed the ambient noise level for the entire period. For example,	Plans and Specifications; Construction	Pre-construction; Construction	Watershed Conservation Authority			

Mitigation Measure	Implementation Phase[1]	Monitoring Phase	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
if the ambient traffic noise level is 64 dBA Leq, then the construction noise level can not exceed 64 dBA Leq, and the total noise level would not exceed 67 dBA Leq, for a maximum noise increase of 3 dBA.						
NO-4. The construction contractor shall locate all construction equipment staging and maintenance areas on the west side of I-605.	Construction	Construction	Watershed Conservation Authority			
NO-5. Design the visitor center to provide interior noise levels not to exceed 50 dBA Leq. If the visitor center is to include exterior areas where interpretive presentations are to be made, or there would be other outdoor activities that require conversation, the exterior area shall be designed to have a maximum hourly noise level not to exceed 60 dBA	Plans and Specifications; Construction	Plans and Specifications; Construction	Watershed Conservation Authority			
UTILITIES AND SERVICE SYSTEMS						
UTIL-1. The WCA shall require the construction contractor to identify and implement one or more of the following applicable programs for minimizing solid waste during construction: • Recycling of asphalt and concrete paving materials. • Reuse and composting of green waste materials where there is limited potential for inadvertent spreading of invasive plants. • Balance graded soil on-site to the maximum extent feasible.	Operation	Operation	Watershed Conservation Authority			